MASSENA

SESQUICENTENNIAL

1802 - 1952

65-4965

To Congressman Clarence Kilburn: March 10, 1953

With sincere appreciation and warm regards

Paul Crouch

CARL LELAND

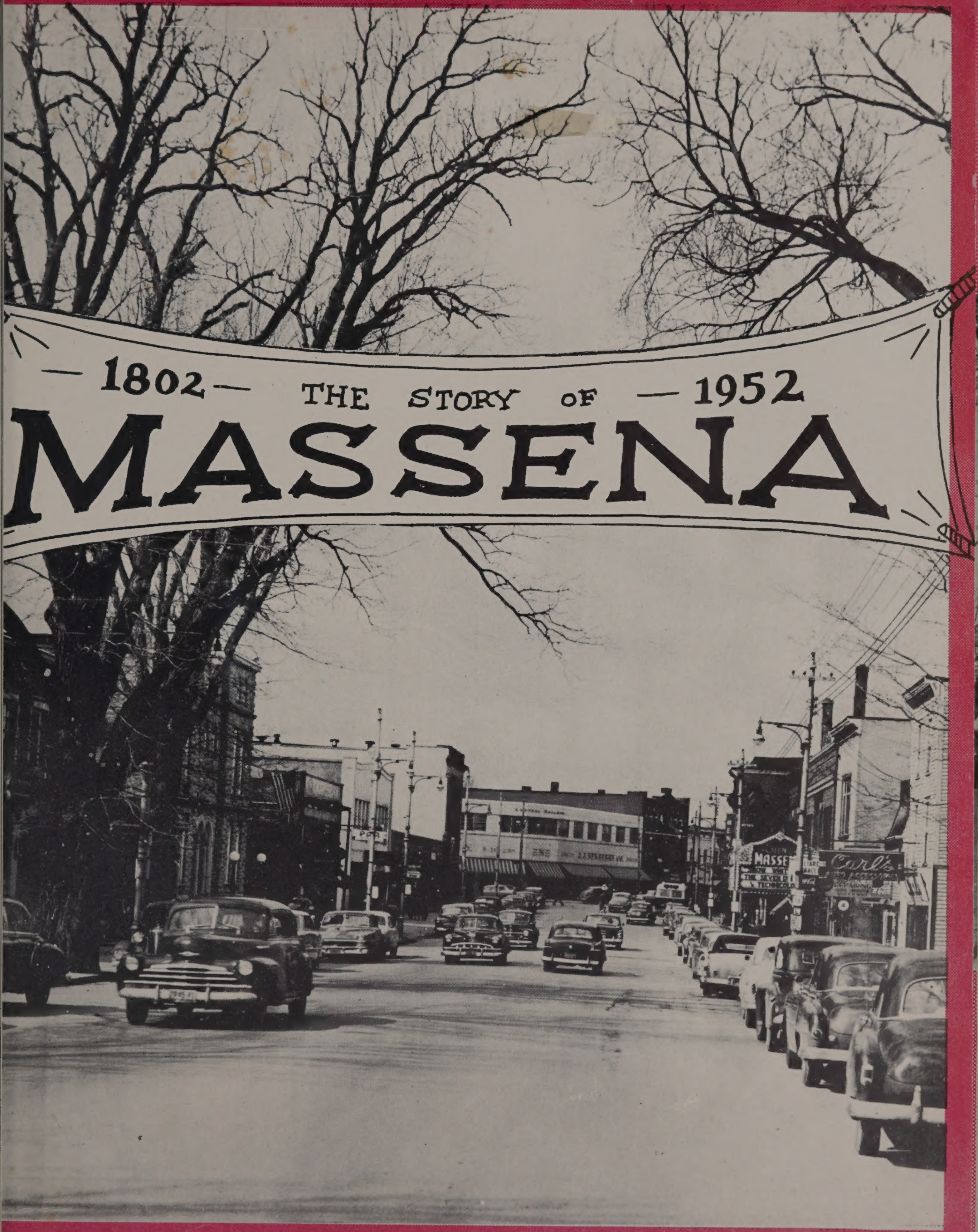
Dear Paul :-
most
pleased to pick
this up at an
area (Syracuse)
book sale
Carl

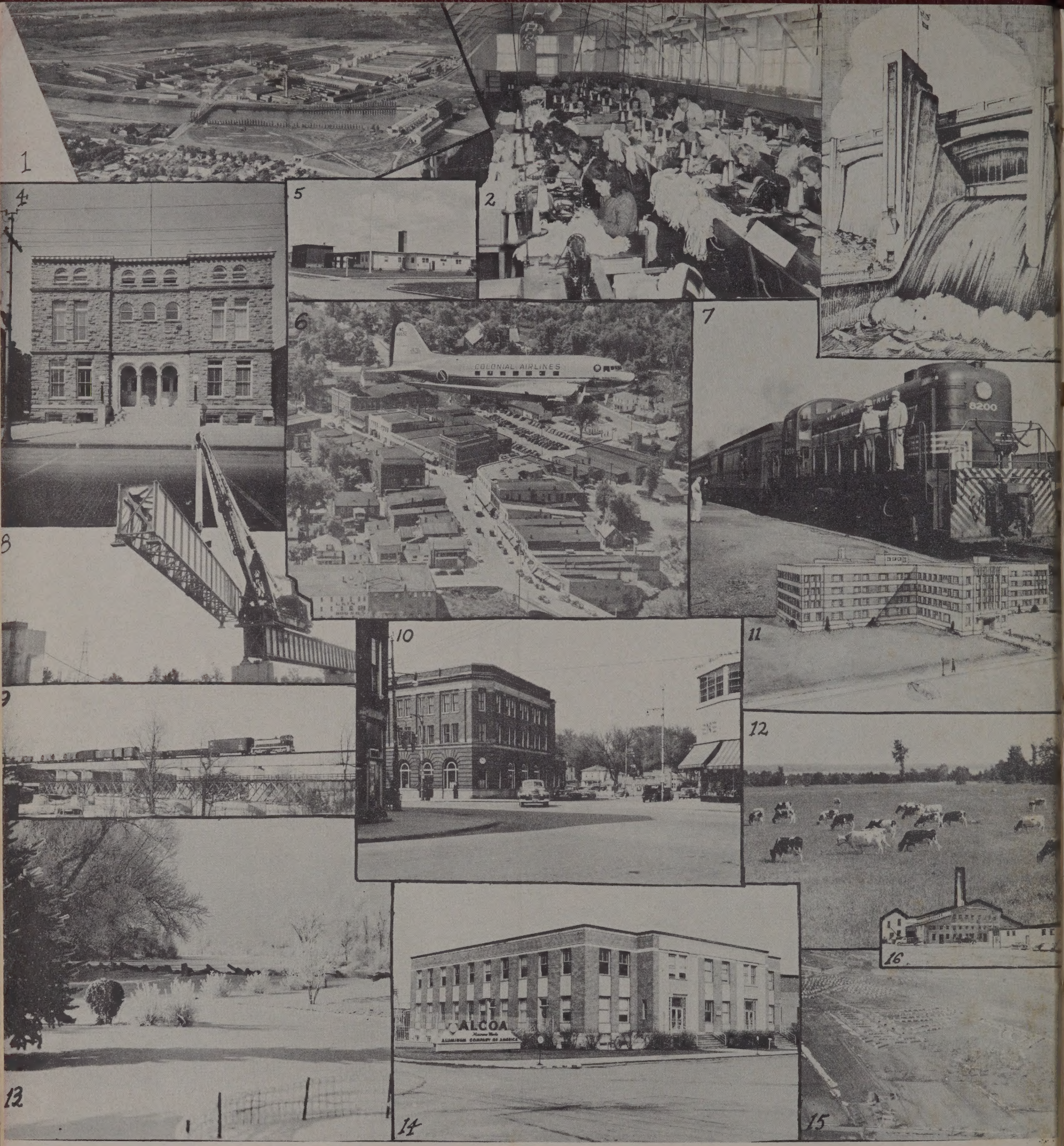
SYRACUSE
UNIVERSITY
LIBRARY

GIFT OF
CLARENCE KILBURN

— 1802 — THE STORY OF — 1952

MASSENA

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COLONIAL AIRLINES
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ALCOA
Aluminum Company of America
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16.

1, air view of Alcoa plant. 2, busy room at Warner Bros. plant. 3, artist's sketch of St. Lawrence power. 4, remodeled town hall. 5, community center at housing project. 6, air view of business section. 7, modern diesel train. 8, aluminum bridge span. 9, Massena Terminal Railroad. 10, Main corner. 11, artist's sketch of new hospital. 12, contented cows. 13, Winter view of Grasse River. 14, new Medical and Personnel Building, Massena Works, Alcoa. 15, federal public housing development.

SCANNING THE YEARS

Gathering and sorting the material for The Story of Massena has been a fascinating task. All possible cooperation has been forthcoming from a large number of persons interested in local history.

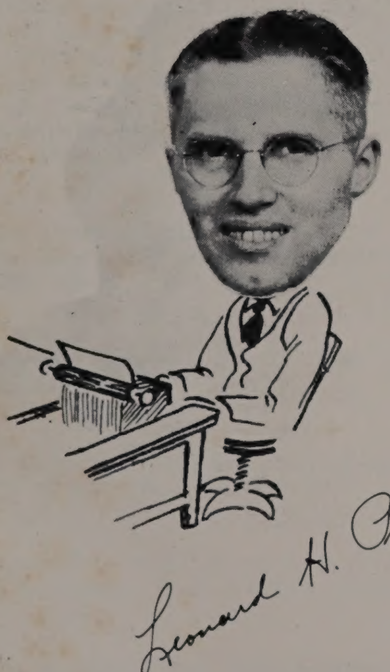
The complete history of Massena would fill several large volumes, which could be prepared only by an experienced historian and author, aided by a large staff of statisticians.

Purpose of this booklet, prepared as a souvenir for the sesquicentennial observance of the founding of the County of St. Lawrence and the Township of Massena, is more to portray the changing life of the people rather than to give statistical records.

Facts and statistics, as presented in this booklet, have been used only after careful research. Various histories written about the county and township do not agree on certain points. In some cases, errors made in early histories have been repeated in those published later. Every effort has been made by the persons writing this booklet to substantiate each definite statement. But despite all precautions, errors may have crept in.

We hope that this is a booklet you will treasure, a story that you will want to send to your relatives and friends and to former Massena people.

The Sesquicentennial Committee



Leonard H. Prince

23 dec 64 S. Clarence Kilburn

LEONARD H. PRINCE, Booklet Editor

WELCOME TO MASSENA
CAN WE BE OF SERVICE?
Phone 460
CHAMBER of COMMERCE

STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY

March 20, 1952

THOMAS E. DEWEY
GOVERNOR

Honorable F. L. Hosmer
Town Supervisor
Massena, New York

Dear Mr. Hosmer:

The people of Massena are particularly fortunate. They live in a place which is not only one of the most productive and prosperous communities in the great Empire State but also one of the most attractive. The beauty of the surrounding countryside was proverbial in the days when people came from far and wide to enjoy the sulphur waters of Massena Spring. Now that the town is a thriving industrial as well as an agricultural center, the richness and variety of its recreations render it more attractive than ever.

The Sesquicentennial of Massena, therefore, is an event to interest the people of the entire State and on their behalf I offer heartiest congratulations to the people of Massena.

The fact that its Village government will completely wipe out its existing debt will arouse admiration not unmixed with envy in the heart of many a careworn municipal official in other parts.

All honor to Henry H. Warren, the father of the plan to build the power canal which brought the waters of the St. Lawrence into the Grasse River and thus attracted the Aluminum Company of America to Massena, followed, in later years, by several other important industries. The folks of St. Lawrence County are justly proud that articles labeled "Made in Massena" are sold and used in all parts of the globe. It is no wonder that Massena's population has more than tripled.

As one who has continually urged the building of the St. Lawrence Seaway and Power Development, I am profoundly grateful for the consistent and intelligent support of the people of Massena.

May the Sesquicentennial Celebration be the rousing success it deserves to be.

Sincerely yours,

Thomas E Dewey

TED:MD

1802-1852

The Mohawk Indians fished in the streams and hunted in the deep forests of Massena and area long before the French lumbermen came up river from Montreal in 1792 and erected a sawmill on the bank of the Grasse River about opposite Tamarack St.

In fact, the Indians had settled at St. Regis in 1752.

Previous to the Revolutionary War, the territory now embraced by St. Lawrence County was acknowledged by the British Government as the property of the Six Nations of the Iroquois Confederacy of Indians, and was delineated on early maps as "The Beaver and Deer Hunting Grounds of the Iroquois". The Confederacy considered this area as belonging solely and absolutely to the Mohawk Tribe.

During the Revolutionary War, 1775-1781, all the Indian tribes of the Confederacy, except the Oneidas, were on the side of the British. When the war ended, Great Britain ceded all this land, without reference to the Indian claims, to the victorious Americans. The American Government contended that these Indian claims were extinguished by right of conquest.

To insure clear title, the New York State Government made separate treaties with the different tribes of Indians, giving them certain Reservations.

But the Mohawks, who had been the fiercest in the opposition to the American cause, left the country and settled on lands in Canada granted them by the British. A treaty was made with their chief, Joseph Brandt, that for the sum of $1,600 the Mohawk Nation would relinquish all claims to lands in the State of New York.

This did not meet with the approval of the St. Regis and Caughnawaga Tribes, who claimed title to these lands by the following chain:

In the very early days the French, in their attempt to colonize their new possessions, encouraged the Jesuit missionaries to go among the Indians and convert them to Christianity. Among those converted were a portion of the Mohawk Tribe. They were induced to emigrate to a place on the St. Lawrence River, about ten miles above Montreal, and to form the Indian village of Caughnawaga in 1677.

In 1720, a band of these Indians, while on a hunting expedition, captured two white

St. Regis Roman Catholic Church was built in 1795. The interior was rebuilt after a fire in 1865. The tower was added in 1895.

boys on the outskirts of Groton, Mass., and carried them back to Caughnawaga. These boys, whose names were Tarbell, were educated in Indian customs. They grew up and married daughters of the chiefs of the tribe.

Differences developed between the Tarbell boys and the young Indians, with the result that the whole village became involved, formed two parties, took up the quarrel and threatened to disrupt the tranquility of the entire tribe. When the Jesuit missionary was unable to patch up the differences, he advised the two young men to take their families and their wives' parents and seek a new home.

And so in the fall of 1752, the Tarbell boys and their families paddled up the St. Lawrence River and finally came to the point where St. Regis Village now stands. They selected this spot as the location for their new home. Father Gordon and other Indian families came the following year.

Such was the founding of St. Regis, and such was the thread by which the Caughnawaga and St. Regis Tribes laid claim to St. Lawrence County lands.

* * * * * *

The name of St. Regis was chosen for the Indian settlement in memory of Jean Francois Regis, a Jesuit priest who was born in France in 1597 and died there in 1640. He was an active and zealous missionary in France. He never came to this country, although at one time he solicited an appointment as missionary to the Hurons and Iroquois. Father Regis was declared Saint by Pope Clement XII on Apr. 5, 1737. His feast day is June 16.

Several years after the first group of Indians had settled at St. Regis, another group came from Caughnawaga.

Hough's History says:

"The cause assigned for this migration was a desire to get the natives away from the corrupting influence of rum and the train of vices to which they were particularly exposed from their proximity to Montreal."

The Indians kept pressing their claims to the St. Lawrence County lands. The state carefully considered these pleas and after several years of negotiations, finally in 1796, made a treaty with the Seven Nations of Canada that for the sum of 1,230 pounds, 6 shillings and 8 pence in cash, and a perpetual annuity of 213 pounds, 6 shillings and 8 pence, the Indians relinquished all claims to lands in the state, except for the six-mile reserve at St. Regis, a mile square in Fort Covington, the Haskell Mile Square in Massena Village, and the Indian meadows along the Grasse River from the Power House to the St. Lawrence River.

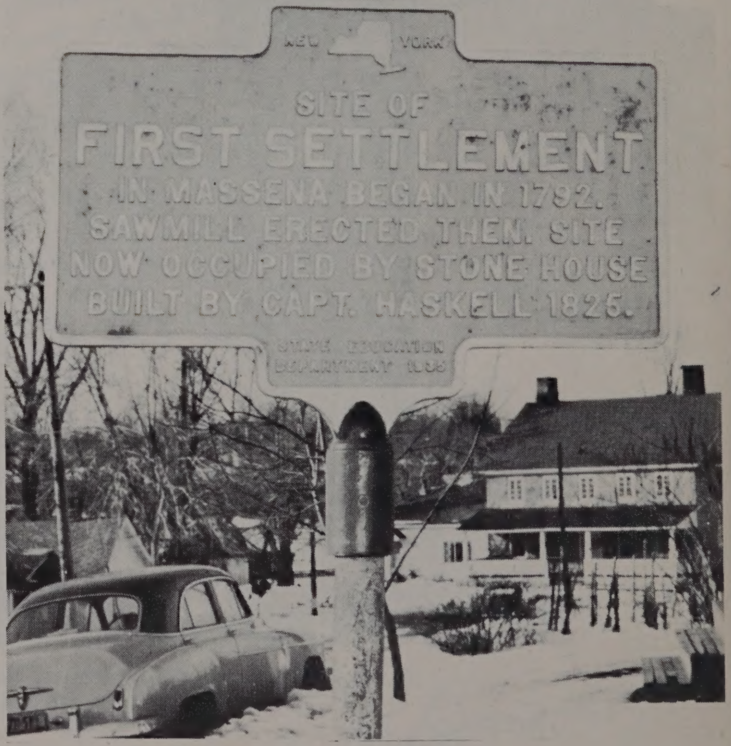
And so it was when Amable Faucher and his companions came up river from Montreal in 1792 to search out lumber for shipbuilding, they found the Indians in control. Faucher leased the land in Massena from the St. Regis Indians. The tall pines in Massena and area were particularly suitable for spars on the sailing vessels in use at that time, some of the spars measuring from 80 to 110 feet.

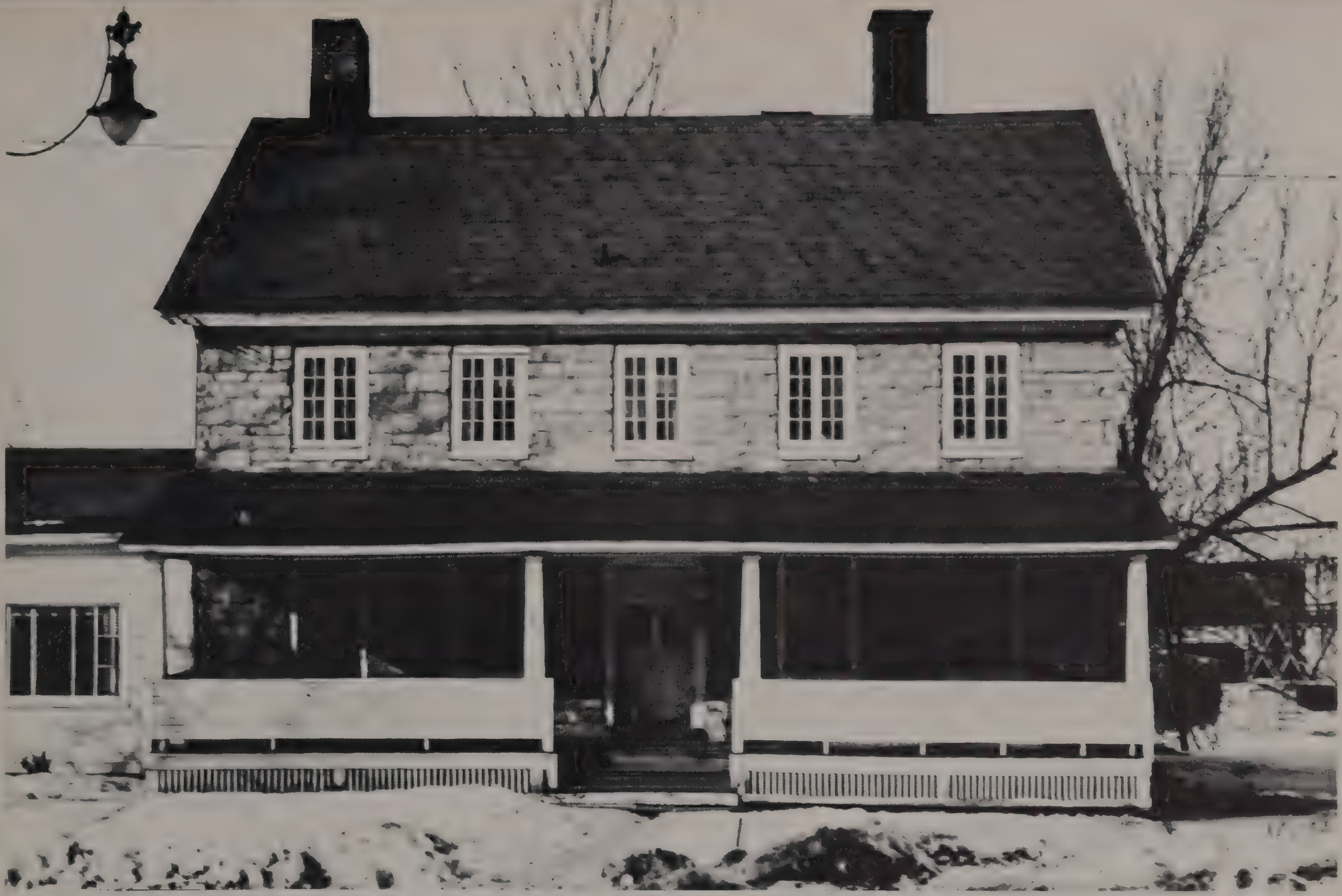
Faucher and his men built a dam across the Grasse River and constructed a sawmill. They apparently got along well with the Indians. They were interested only in cutting the timber and rafting it downstream. The Indians were interested in hunting and fishing.

New York State was anxious to promote the settlement of all unoccupied lands. In 1786 the Legislature passed an act for their speedy sale and directed the surveyor general to lay out two ranges of five townships each, each township to be ten miles square as nearly as may be, and to be subdiviided into one mile square lots. These mile squares were to be advertised and sold at auction.

These townships were named Louisville, Stockholm, Potsdam, Madrid, Lisbon, Canton, DeKalb, Oswegatchie, Hague and Cambray. They were known as the Ten Townships or Canada Towns.

The sale was held in July, 1787, at the Coffee House in New York City. Alexander Macomb, a fur trader from Detroit, acted for himself and others and was principal purchaser. He had often traveled along the St. Lawrence Valley and knew well the value of these lands.


NEW YORK
SITE OF
FIRST SETTLEMENT
IN MASSENA BEGAN IN 1792.
SAWMILL ERECTED THEN. SITE
NOW OCCUPIED BY STONE HOUSE
BUILT BY CAPT. HASKELL 1825.
STATE EDUCATION
DEPARTMENT



The Haskell Stone House is located at the foot of Tamarack Street

A map in Hough's History shows that the Macomb purchase included 3,670,715 acres. This map is entitled "A Map of a Tract of Land in the State of New York called Macomb's Purchase compiled by the official returns under the inspection of the surveyor general by Charles C. Brodhead."

The Ten Townships did not include what has since become Massena. The Massena lands came under a different category.

In 1781 the fortunes of the American Army were at a low ebb, their money was almost worthless. No one wanted to join the army. In order to get more recruits, the New York State Legislature passed a resolution to give a bounty of 200 acres of the unappropriated lands for each enlistment.

And so the Massena area happened to be in this category. The men enlisting in the U. S. Army cared nothing about the land but they were interested in the money that the land would bring. and speculators had only to go to the Surveyor General's office and select the site from the map. The patents were then accordingly issued. Those who chose Massena were Jeremiah Van Rensselaer of Albany and Henry Oothoudt of Catskill. These two men secured control of the entire township of Massena.

In 1798, Amos Lay came to Massena and began laying out the lots for sale. He was born in Lyme, Conn., Aug. 17, 1765, and was early employed in the northern surveys.

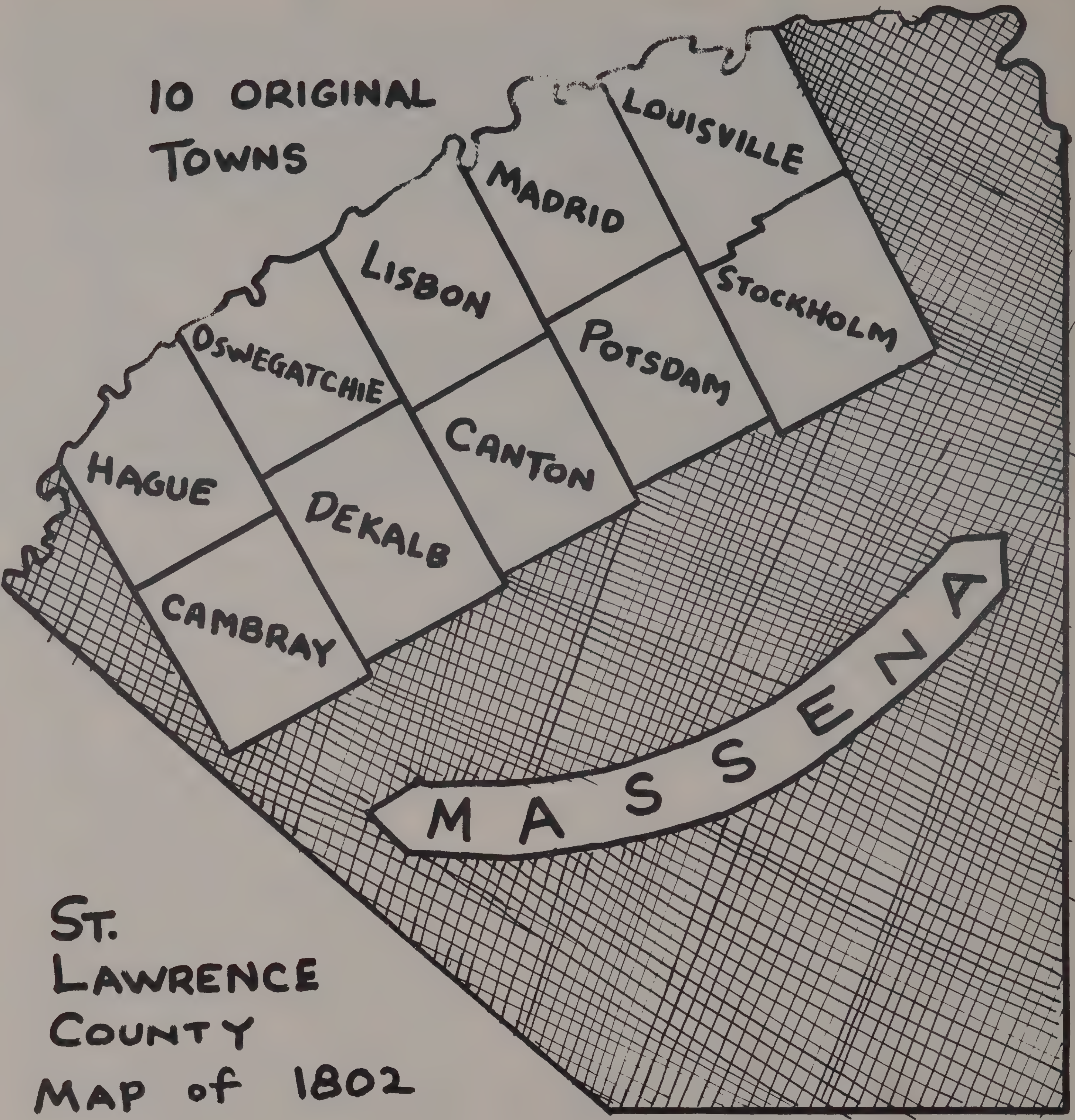
Word of the cheap land along the northern border of New York State filtered into New England. Population had increased along the seaboard and industry had not yet developed. Young men were eager to move westward and northward or wherever they could secure cheap land.

And so in 1799, the first permanent settlers came in, mostly from Vermont. They located at Massena Center and Massena Village.

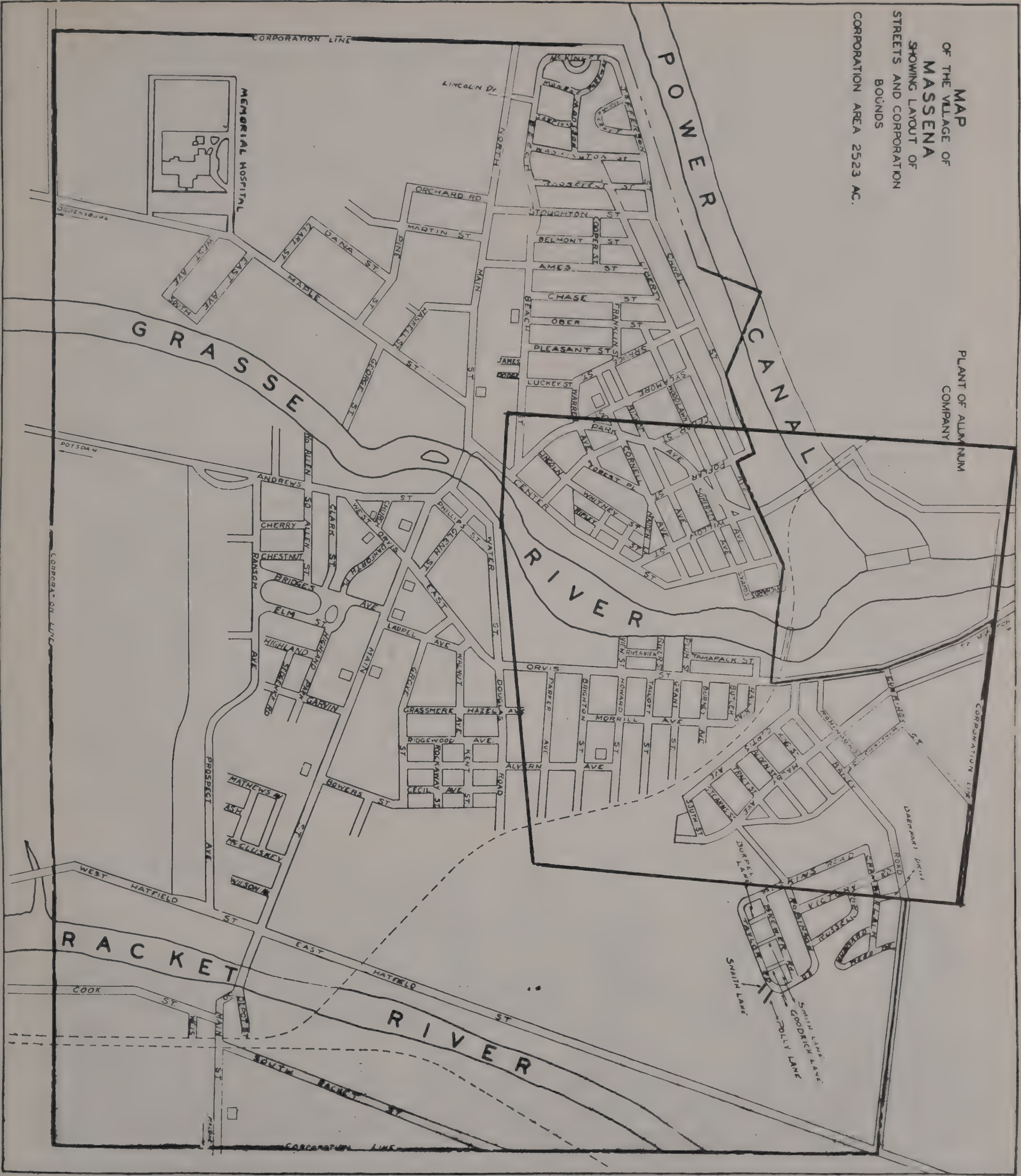
But when they arrived here, they found that the lands which they had purchased from Van Rensselaer were already occupied under Indian lease.

The new settlers appealed to the Legislature for relief. After several years of investigation the Legislature confirmed the Indians in their title to the Mile Square in the village and the Indian meadows. The state compensated the Van Rensselaer purchasers for their loss.

The Indians held the Mile Square in the village until 1824 and the Indian Meadows until 1845. In those years, the state purchased the respective parcels of land and resold them to the people.


10 ORIGINAL TOWNS
LOUISVILLE
MADRID
LISBON
STOCKHOLM
POTSDAM
OSWEGATCHIE
CANTON
HAGUE
DEKALB
CAMBRAY
MASSENA
ST. LAWRENCE COUNTY MAP of 1802

In 1802, the Township of Massena included two-thirds of the county


MAP OF THE VILLAGE OF MASSENA SHOWING LAYOUT OF STREETS AND CORPORATION BOUNDS
CORPORATION AREA 2523 AC.
PLANT OF ALUMINUM COMPANY
POWER CANAL
GRASSE RIVER
RACKET RIVER
MEMORIAL HOSPITAL
CORPORATION LINE
ORCHARD RD
MARTIN ST
DANA ST
MAPLE ST
EAST AVE
WEST AVE
NORTH MAIN ST
LINCOLN DR
STOUGHTON ST
BELMONT ST
AMES ST
CHASE ST
OBER ST
PLEASANT ST
LUCKEY ST
BEACH ST
LIBERTY ST
CANAL ST
FRANKLIN ST
SYCAMORE
WOODLAWN
PARK AVE
LINCOLN
CENTER ST
CORNELL
WHITNEY
FOREST PL
POPLAR
POTSDAM
ANDREWS
CHERRY
CHESTNUT
BRIDGES AVE
ELM ST
HIGHLAND AVE
HIGHLAND PARK
RANSOM
ALLEN ST
CLARK ST
CHURCH ST
WEST ORVIS
DANFORTH PL
PHILLIPS ST
GLENN ST
WATER ST
EAST ORVIS ST
LAUREL AVE
WALNUT
GROVE ST
DOUGLAS
GRASSMERE AVE
HAZEL AVE
RIDGEWOOD AVE
ROCKAWAY ST
KENT ST
CECIL AVE
ALVERN ROAD
BOWERS ST
GARVIN
PROSPECT AVE
MATHEWS
ASH
McCLUSKEY
WILSON
MAIN ST
WEST HATFIELD ST
EAST HATFIELD ST
COOK ST
DEPOT
SOUTH RACKET ST
ORVIS ST
RIVERVIEW
TAMARACK ST
PARKER AVE
BRIGHTON ST
HOWARD
TALCOTT
MORRILL AVE
BAILEY
SOUTH ST
BURPEE LANE
ROBINSON
VICTORY
RUSSELL
HOWARD
SMITH LANE
GOODRICH LANE
POLLY LANE
DARMAN DRIVE

Early surveyors did not get the Mile Square exactly square

The St. Lawrence River was the pathway for the first French explorations. Champlain in his rovings probably visited this area, and there is no doubt but that Father Lallemant landed at what is now Ogdensburg in the Spring of 1626. The missionary, Simon Le Moyne, started up the St. Lawrence River on July 17, 1654, and he and his companion reached Chippewa Bay a few weeks later, according to Father Le Moyne's writings.

All the explorers who traveled up the St. Lawrence River probably came up the Little Sault, carrying their boats or dragging them around the worst of the rapids.

Perhaps, some of these men came inland and penetrated the deep forests. They may have been traveling up the St. Lawrence and then decided to turn up the Racket River or the Grasse River.

The Rev. Francois Picquet, a Jesuit priest, arrived in Ogdensburg on Nov. 21, 1748, and was the leader in the plans for this latest outpost of New France.

Father Picquet spent some time inspecting the river site where the Oswegatchie joins the St. Lawrence. He considered it from three points of view: The possibility of productive farming, its value as a defense against the encroaching English soldiers stationed at Oswego, and, most important of all in the eyes of the priest, its possibilities as a mission center to which he could draw the nations of the district in order to civilize and Christianize them.

Father Picquet and his party embarked for Montreal to secure the supplies, colonists and laborers for the purpose of founding a fort and mission. They returned May 30, 1749.

With the settlement at Ogdensburg, others began to come into this northern area, some coming up the St. Lawrence River, others coming across from New England, and others coming north from the Mohawk Valley.

By the turn of the century, the growing settlements found it a great hardship to have to go long distances to transact legal affairs. In March, 1801, the following petition was signed by 24 men and was sent to the Legislature of the State of New York, in Senate and Assembly convened:

"The memorial of the subscribers, for themselves and in behalf of the settlers of the Ten Townships of Land situate on the River St. Lawrence heretofore sold by the people of the state, respectfully showeth:

"That many settlers are now established in the said townships, and have already made valuable improvements therein, that great inconvenience ensues by reason of their remoteness from the settled parts of the state, and they are daily exposed to loss and injury in their property, by the waste and spoil committed by persons from the opposite side of the River St. Lawrence, and having no magistrates or constables among themselves, such injuries cannot be redressed; that the said towns are situate in the Counties of Montgomery, Oneida and Herkimer; that it has become highly necessary for the encouragement and prosperity of the settlers in the said ten townships, that they should be incorporated into one town. They therefore humbly pray, that the said townships, as described in the map filed in the secretary's office, and known by the names of Louisville, Stockholm, Madrid, Potsdam, Lisbon, Canton, Oswegatchie, DeKalb, Hague and Cambray, may be erected

Father Picquet's voyage of 1748 was re-dramatized when Ogdensburg celebrated its bicentennial.

into one town, and to be known as the Town of Lisbon, that the same may be annexed to the County of Clinton, and that the town meetings of the said town be held in the township of Lisbon, being the center township, at the house of Alexander J. Turner, and as in duty bound they will ever pray."

So Lisbon was accordingly erected Mar. 6, 1801.

But the settlers didn't like to go to Plattsburg—it was just about as easy to go to the state capital in Albany.

Accordingly, a second petition, signed by 160 freeholders, was presented to the Legislature, asking for the formation of a separate county of their own with the county seat at Ogdensburg and the creation of several separate townships. This petition is preserved in the state archives. It sets forth the reasons why the county should be established:

"To the Honorable the Senate and Assembly of the State of New York:

"The petition of the inhabitants, residing within the ten townships, upon the River St. Lawrence, beg leave humbly to represent the great inconvenience and hardships they labor under by the Ten Townships being formed into one town, and the same annexed to the county of Clinton. The principal inconvenience your petitioners labor under is the very remote distance they are placed from Plattsburgh, which is the county town of Clinton. Not any of your petitioners are less than 120 miles from Plattsburgh, and a great majority of them are from 130 to 140 miles.

"Between the Ten Townships and Plattsburgh, much of the way there is no road, and the remainder of the way is a very bad one; this, together with the great inconvenience and expense which necessarily must arise to those whose private business (as plaintiffs and defendants) lead them into the county courts, is such as to almost place your petitioners without the reach of that justice, which the laws of our country so happily provide for. This is a melancholy fact, which several of your petitioners have already experienced and to which all are equally opposed, and when we add to this, the extreme difficulty, troubles, and expenses jurors and witnesses must be subjected to, in attending at such a distance, together with the attendance at Plattsburgh for arranging and returning the town business, all serve to increase the burden and expense beyond the ability of your petitioners to bear. Your petitioners forbear to mention many other inconveniences, though sensibly felt, your petitioners presume they will naturally occur to the minds of every individual member of your honorable body. Some of your petitioners presented a petition to your honorable body at their last session, praying for the formation of the town and annexing it as it now is, but they did not then (neither could they) anticipate the inconvenience and expense they find upon experiment attaches to their being so connected.

"Your petitioners, therefore, beg leave humbly to state, that much less hardship and expense would arise to them, by having a county set off upon the River St. Lawrence, and your petitioners humbly pray, that a county may be set off upon the aforesaid river in such a manner as your honorable body shall deem most proper; and your petitioners would beg leave further to show that one of the old stone buildings at the old Oswegatchie Fort (which the proprietors are willing to appropriate until the county is able to build a court house) may at a small expense be repaired, and which when so repaired will make good accommodations, not only for the purpose of holding courts, but also for a goal, and your petitioners pray that that place may be assigned for the above purpose.

"Your petitioners would beg leave further to state that Plattsburgh is totally out of their route to the city of Albany, which is the place they must resort to for their commercial business—Plattsburgh being as far distant from Albany as the ten towns, consequently, your petitioners are turned out of their way the whole distance . . ."

This petition was received in the Assembly on Feb. 8, 1802, and was referred to committee. On Mar. 3, 1802, the Legislature passed "An act to erect part of this state into a county by the name of St. Lawrence."

The county was divided into four townships:

1. Oswegatchie, which included Oswegatchie, Depeyster, DeKalb, Morristown, Macomb, Gouverneur.

2. Lisbon, which included Lisbon and Canton.

3. Madrid, which included Madrid, Potsdam, Waddington.

4. Massena, which then included Massena, Louisville, Stockholm, Norfolk, Brasher and Lawrence. Apparently not knowing what to do with the rest of the county, the Legislature gave it to Massena. This township on Mar. 2, 1802, contained nearly two-thirds of all the land in what is now St. Lawrence County.

The area of Massena was speedily decreased by the creation of the town of Hopkinton in 1805, Stockholm in 1806, Louisville and Norfolk in 1810, Brasher and Lawrence in 1825. The creation of these townships reduced Massena township to its present size.

Here's How Massena Secured Its Name

A man by the name of Andre Massena was gaining great military fame around 1800. He was winning battles for Napoleon. Perhaps, there was no dissension about naming this township after the great French hero. After all, the French lumbermen who had come here in 1792 were still here in 1800 and they must have had some influence. France had been on the American side when the colonists wrested their independence from Great Britain.

The first documentary evidence of the name of Massena is in a petition sent to the Legislature in 1800, complaining about the encroachment of the Indians.

Andre Massena has been called the greatest of Napoleon's marshals and at the height of his popularity this community took his name.

Although Massena's titles read Marshal of France, Duke of Rivoli, Prince of Essling, he was of humble birth. He was born at Nice, in Southern France, near the Italian border, May 6, 1758. His father was a wine merchant. His native town being a seaport, Andre early went to sea as a cabin boy. At 19 he enlisted in the Royal Italian Regiment, then on to win renown in a military career. He quickly rose to be under-officer-adjutant, resigning to return to his native city in 1789 to marry.

Back again in the army in 1791, he became a lieutenant-colonel in a year's time. He won his first battle as a commander of the French Army at Saorgio in 1794. In 1797, Andre Massena was Napoleon's best general, winning the battle of Rivoli. By cheer brilliance, he reached an all-high peak in defeating the Ango-Russian Army under Korsakov in 1799. At this time, Andre Massena was the equal of his French-Italian compatriot, Bonaparte.

However, Massena did not share the political ambitions of Napoleon but did sit in the Corps Legislatif at Paris in 1803 during the First Consulate. When Napoleon made himself emperor, he named Massena a marshal of France. Napoleon's use of Massena was usually to have his troops draw the enemy in order that telling blows could be struck elsewhere. This was true of the battles of Marengo and Ulm, two of Napoleon's most decisive battles. It was Andre Massena who placed Joseph Bonaparte on the throne of Naples.

However, Massena met his match in Wellington during the Peninsular campaign of 1810. Napoleon ordered Massena to drive the English out of Spain but Wellington turned the tables on Massena, and Massena returned to his home town in disgrace.

This was the end of his command in the field although he did hold posts at Marseilles under Napoleon and later under Louis XVIII. But his day was over and he died Apr. 4, 1817. He is buried in Pere-la-Chaise, the Valhalla of notables, in Paris, with but the inscription "Massena" on the tombstone.

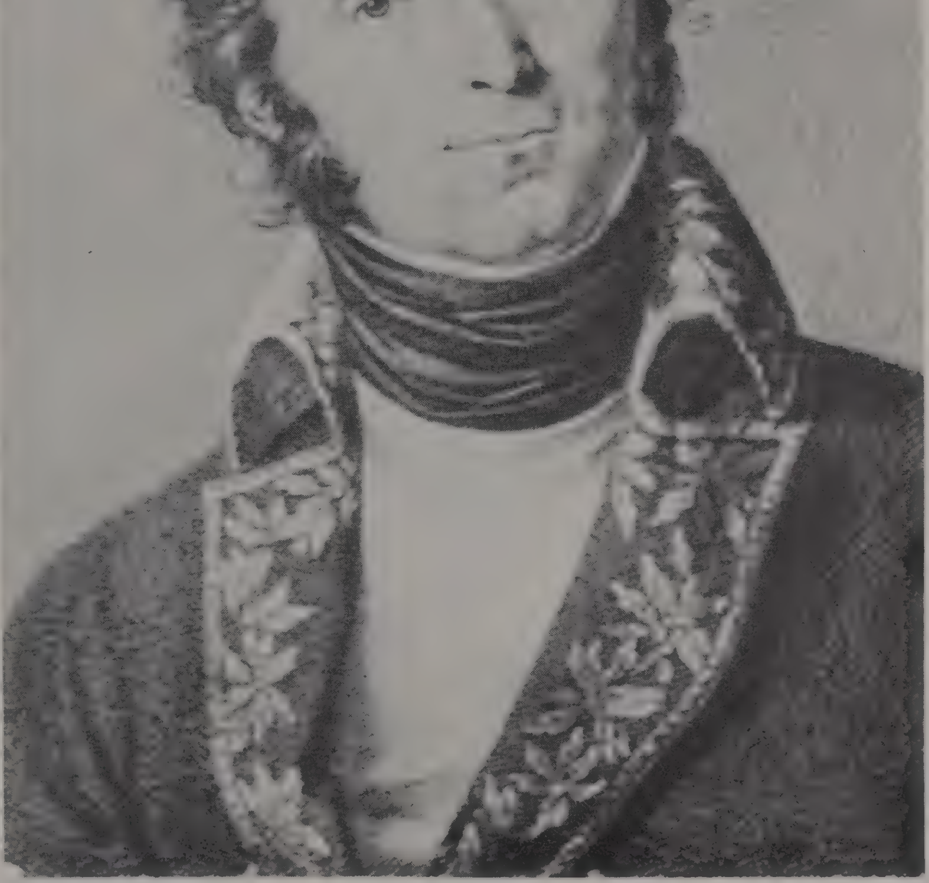
The Peninsular campaign of Massena and the campaign which lead Lee to defeat at Gettysburg in the American Civil War have much in common. Marshal Ney's failure to support his commander, Andre Massena, is paralelled by Longstreet's failure to support Lee. And as Massena refused to be a party to the trial of Ney, so later Lee refused to indict Longstreet. Both Ney and Longstreet redeemed themselves in retreats, winning the regard of their leaders.

The story of Andre Massena is the story of a poor boy who made good, despite the handicaps of fortune. He was the product of the French revolution, which upset the applecart of caste and rank. Andre Massena was even a Republican at heart and after his retirement from the field, he kept in touch with the leaders of the suppressed Republican movement.

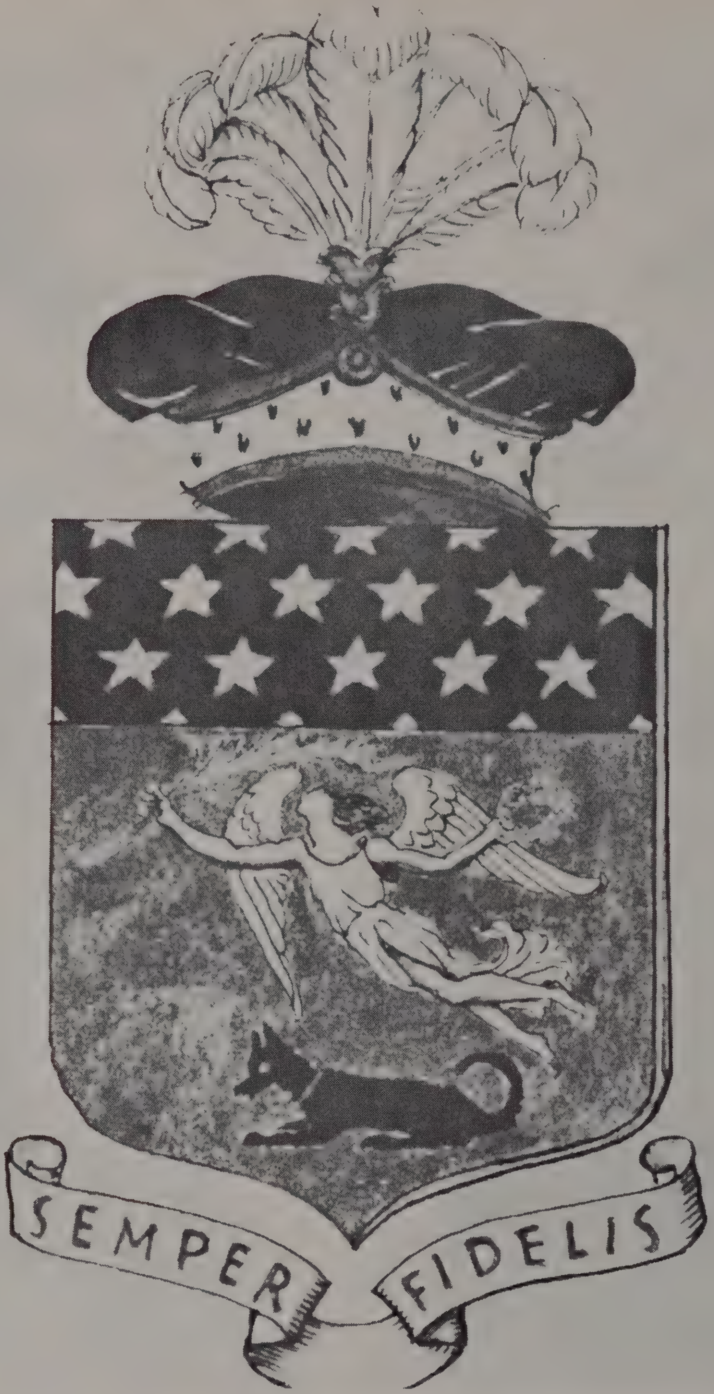
There is something appealing in Massena's willingness to play second fiddle to Napoleon on the field of battle. Andre Massena did not seek personal glory, but only the success of France. Then in his retirement at a comparatively early age, he refused to be involved in political pettiness. The fact that he took defeat in his stride shows him to be worthy of honor, for it takes a greater man to lose than it takes to be a winner.

Back in 1802 the decision to name this new township after the great French marshal may have been unanimous. There is no evidence to the contrary.

But just nine years later, 1811, or just a year after Marshal Massena had been defeated by Wellington, there was a strong movement to change the name of Massena to Jefferson, then president of the United States. That was the year the post office was established. The movement to change the name failed when it was learned that there was a community by the name of Jefferson downstate. Likewise there were attempts to change the name to Americus, then to Liberty, but both plans failed, and the township and village have retained the name of Massena.



Mrs. Roy A. Hunt donated the above painting of Andre Massena to the Massena Public Library



Coat of Arms of Marshall Andre Massena presented to him by Napoleon I.

This copy of the Coat of Arms was presented to the Town of Massena by the City of Nice, France on the occasion of the Sesquicentennial Celebration of Massena, New York, 1952. It was painted in water color by the artist, Gustave Mossa of Nice. The interpretation follows:

"Gold for Victory, winged in flesh-color, dressed in silver, holding in her right hand a palm and in her left hand a crown of laurel, on a background of brownish-red. Beneath Victory lies a black dog wearing a collar the color of gules. A field of gules sprinkled with silver stars for the Chief of the Dukes of the Empire forms the border. The shield is surmounted by a Prince of the Empire crest. Motto: Semper fidelis—(Always faithful.)

With this coat-of-arms, Napoleon wished to show that Victory had always been faithful to Massena as a dog is faithful to his master.

MASSENA
1758-1817

Andre Massena Museum in Nice, France

GRAND HOTEL MASSENA
HOTEL
MASSENA

Popular hotel named after Andre Massena

Even though the Township of Massena was legally organized that Mar. 3, 1802, there apparently was no hurry to hold a town meeting and elect officers.

It may be that the delay was caused by the differences which developed between Amos Lay, the surveyor and land agent, and Van Rensselaer, who owned the Massena lands. Just what the trouble was between the two men is not known. However, Van Rensselaer on May 7, 1802, executed a document announcing in forceful yet legal terms that he had discharged Lay.

Lay had a home on East Orvis St., near Tamarack, but by Oct. 2, 1802, when the first town meeting was held in that house, it was owned by Peter Tarbell.

Matthew Perkins, the first man to be admitted to the bar in St. Lawrence County, was elected supervisor at that first meeting and he served until Mar. 6, 1804.

Perkins was born in Becket, Mass., and he came to Lisbon in 1801. He became the agent for Van Rensselaer in 1802, or apparently at the time Van Rensselaer discharged Lay, and served until 1808. He was also the land agent for John Robeson, Simon Dewitt and Henry Oothoudt. From 1802 to 1808 he was surrogate of St. Lawrence County, being the first surrogate. He held his first court in Ogdensburg in 1805.

Perkins owned vast tracts of land in his own name. He purchased Tract H which extended from the Louisville line to Tracy's Landing from William Cooper, the father of James Fennimore Cooper, the author. He owned much land in the village. He was the commissioner of excise from 1802 to 1805.

For some reason he moved back to Lisbon in 1806 and he died there in 1808. It is believed that he is buried in the old cemetery at Red Mills, as that is the oldest cemetery in that area. His grave is not marked.

Named to office at the organization meeting of the township were:

Matthew Perkins, supervisor; Ezekiel Colburn, town clerk; Elisha W. Barber, Elisha Denison and Jacob Chase, highway commissioners; Elisha W. Barber and Calvin Plumley, assessors; John Willson and John Reed, overseers of the poor.

The county justices of the peace legalized the acts of the town board of Massena in a document executed Apr. 14, 1803. Signing that document were Matthew Perkins, Alex J. Turner and John Tibbetts.

It probably would be impossible at this late date to secure absolute proof as to the first settler that came here from New England. Perhaps several families came together.

At any rate on June 24, 1800, a petition was sent to John Jay, governor of New York

State, stating that the petitioners had settled in the townships of Massena and Louisville and were greatly annoyed by the Indians, who threatened to kill and destroy their cattle unavoidably trespassing on the Indian meadows. The petitioners urged the Governor to take such measures against the Indians as shall seem fit. What those measures were are not known.

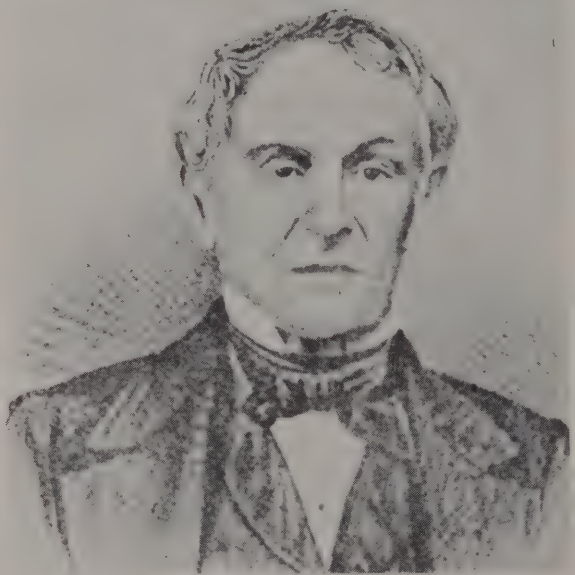
This petition was signed by Amos Lay, Mamri Victory, Calvin Plumley, Kinner Newcomb, Samuel Newcomb, G. S. Descoteaux, William Polley, Anthony Lamping, Aaron Allen. There are two names on this old petition that are not legible.

Perhaps there were a number of others here in 1800 who were able to keep their cattle from straying onto the Indian meadows, or who had no cattle, and thus their names did not get on the petition.

Others known to have come here before 1803, principally from Vermont, included Bliss Hosington, David Lytle, Seth Reed, Leonard Herrick, John Bullard, David Hutchins, Nathaniel Kezer, Royal Polley. Probably there were a number of others.

The story of Daniel Robinson may be taken as an illustration of how those early settlers came to this region. In 1802, he came on horseback from Vermont to St. Regis, where he hired a couple of Indians with a canoe to take him up river to Ogdensburg. Finding no land that suited him, he returned to what has since become Robinson's Bay. He looked over the land and as soon as he returned to Vermont he went to Utica and bought 1,400 acres of the Massena lands for $3 an acre.

In 1803 he returned to Massena with two men and two ox teams. They cleared some of the land and built a log cabin. He returned to Vermont to marry Esther Kilburn on Feb. 21, 1804. Returning to Massena, he brought his wife, two men, two horses and two slaves.



Daniel Robinson, an early settler

Daniel Robinson's sister, Ruth, had some time previously married Elisha Denison. The Denison family lived about a mile from where Daniel Robinson and his bride settled.

Three small children of Mr. and Mrs. Elisha Denison were the first burials made in Massena Center Cemetery. The markers for those three children are still standing.

Louisa Agusta Denison, born Mar. 17, 1800, died July 21, 1802; Cassius Altamont Denison, born July 21, 1802, died Oct. 7, 1803; Cyrus R. Denison, born Jan. 7, 1798, died Oct. 10, 1803.

As the last two named children died within three days of each other, it can be assumed that some infectious disease broke out in the family.

The first adult burial in Massena Center Cemetery was that of Ichabod Robinson, the father of Daniel Robinson and of Mrs. Elisha Denison, who came here from Vermont on a visit, became ill and died Sept. 21, 1804. He was born Oct. 10, 1742 in Newton, Mass., and he was in command of a company stationed at Schroon Lake at the time of Burgoyne's invasion. His father was also named Ichabod. Holton D. Robinson, world-famous bridge engineer, was a grandson of Daniel Robinson.

Travel in those early days was indeed difficult. There were few if any bridges, most of the roads were mere trails.

Ferries, of course, were the first means of crossing the rivers in Massena. There was considerable agitation for a bridge across the Grasse River and on Feb. 25, 1806, the commissioners of highways recommended to the board of supervisors of the county that a bridge be built. The board authorized the town to raise by tax the sum of $250 to build such a bridge. On Feb. 4, 1807, a contract was let to John Polley, Thomas Stedman, Thomas Colburn and Ezekial Colburn for the erection of the bridge.

It was to be built of timber with the main beams two feet square, two shore or approach spans of 35 feet each and two main spans of 60 feet each. The width of the bridge was to be 18 feet and the bridge was to be supported by posts cut to conform to the bottom of the river. The bridge was to be warranted for three years.

The contract price was $880, to be raised as follows: By tax in 1806 of $250; contributions from the inhabitants of $200; contribution from the state of $250; tax in 1807 of $180.

The structure was built approximately at the location of the present bridge on Main St.

Massena records indicate that the first road surveyed in this town started at the mouth of the Racket River in 1802 and continued up the shore of the St. Lawrence River to the Grasse River from whence it crossed the river and continued along the shore of the St. Lawrence to what is now the Middle Road. It followed the Middle Road to Hopson Corners and then continued along the St. Lawrence River to Coles Creek.

Maple Street was first laid out in 1803 as a road four rods wide. It was relocated in 1806 and again in about 1824. On Nov. 5, 1804, Hatfield Street was surveyed from the Louisville Town Line to what is now the Haverstock Cross Road, just below Racket River Bridge.

In 1805, Water Street and Douglas Road were surveyed and dedicated as a highway from the Grasse River to the Racket River. East Orvis Street from Water Street to Bayley Road was surveyed Sept. 17, 1805, after a petition was received by the commissioners of highways. The petition was signed by 12 freeholders.

Harrowgate Street from Grasse River to East Orvis was laid out in 1808. This is now Main Street. It was some years later before the road to the Springs was surveyed.

In 1829, the first bridge was built over the Racket River at Massena Springs. A ferry was used at Massena Center until 1830 when a bridge was built, but it lasted only a year, the back water washing it away.

The first 50 years of life in Massena were largely spent in clearing the land and in establishing new homes; in providing the actual necessities of life in what was then almost a life in a wilderness.

By 1860, dairying was fast becoming the leading source of farm income. Butter was made by setting pans of milk on racks in the milk room and skimming off the cream which was churned in the old-fashioned dasher or barrel churn. The butter was then salted, packed in proper wooden tubs and stored in a cool cellar. Cheese was also made in the farm home.

Each community had to provide largely for its own needs. Massena Center had a blacksmith shop, carriage shop, sawmill, cooper shop and a cabinet shop where even coffins for the dead were provided.

A sawmill and shingle mill were built in Massena Village by Calvin Hubbard in 1803 and a gristmill in 1808. Woolen mills and tanneries sprang up in nearby places and traveling shoemakers would call at the home and outfit the entire family.

Sheep provided the wool which was spun into yarn and woven into cloth in many a home.

As milk production increased, a centralized manufacturing plant became advisable. A Boston firm, Simpson, McIntyre & Company, which included Judson L. Hyde, prominent Massena man, established a butter manufacturing plant on the north side of the Grasse River, opposite the Memorial Park. Later the old Diamond Creamery plant was built. Butter factories were established at Racket River Bridge, Massena Point, Tracy's Landing and Massena Center.

Old Polley House at Polley's Bay was built a great many years ago

THE MASSENA SPRINGS ERA

No different from any other small community, a hamlet at first, then growing into a semblance of a village, Massena stepped into prominence during the middle of the last century as private capital developed the mineral springs as a health resort. And from then until after the turn of the century, the mineral springs attracted several thousand persons every Summer.

Early historians mention the mineral springs. The Indians found that moose, deer and other wild animals gathered around the springs due to the saline waters. The white people began to use the waters shortly after Massena was founded and Spafford in 1813 mentioned the springs as possessing a reputation for curing cutaneous complaints and that invalids came here from long distances to partake of these waters.

In 1822, Captain John Polley built the first structure for public accommodation. This was on the northeast corner of Main and East Hatfield Streets, now occupied by a three-story business and apartment block.

In 1828 the old Harrowgate House was erected by Ruel Taylor for Parsons Taylor. Numerous private dwellings soon followed and the springs were improved by curbing. A pavilion, also hot and cold baths, were erected.

In 1848, Benjamin Phillips became proprietor of the springs and he erected what was long known as the United States Hotel. This burned in 1871, and on its site was erected the Hatfield House at a cost of $75,000, which continued to serve as a hotel and later on as apartment house until it, too, was destroyed by fire Dec. 5, 1932.

Many other hotels sprang up and from the Civil War until after the turn of the century, several thousand persons were helped each year by drinking the water from the mineral springs or by bathing in it.

Famous Spring House

Thus it was that the mineral springs made Massena famous as a health resort. Some of the health-seekers remained as permanent residents and Massena outpaced all other North Country villages in population.

Shortly after 1900, several of the original promoters died and as their heirs had become interested in other business ventures they did not modernize the property bequeathed to them, or keep the accommodations in repair. Fire destroyed several of the buildings and these were not replaced.

Hundreds of persons continued to come here every Summer to avail themselves of the mineral waters but as time went on and the remaining buildings became more and more dilapidated, the number of guests dwindled. Then for succeeding years, former guests at the mineral springs ordered the health-giving water shipped to them and a considerable business of this kind was carried on by several local merchants.

As local capital was not available and the owners of the property made no effort to continue the operation of the facilities of the springs, people requesting accommodations and finding them not available, tried other health springs.

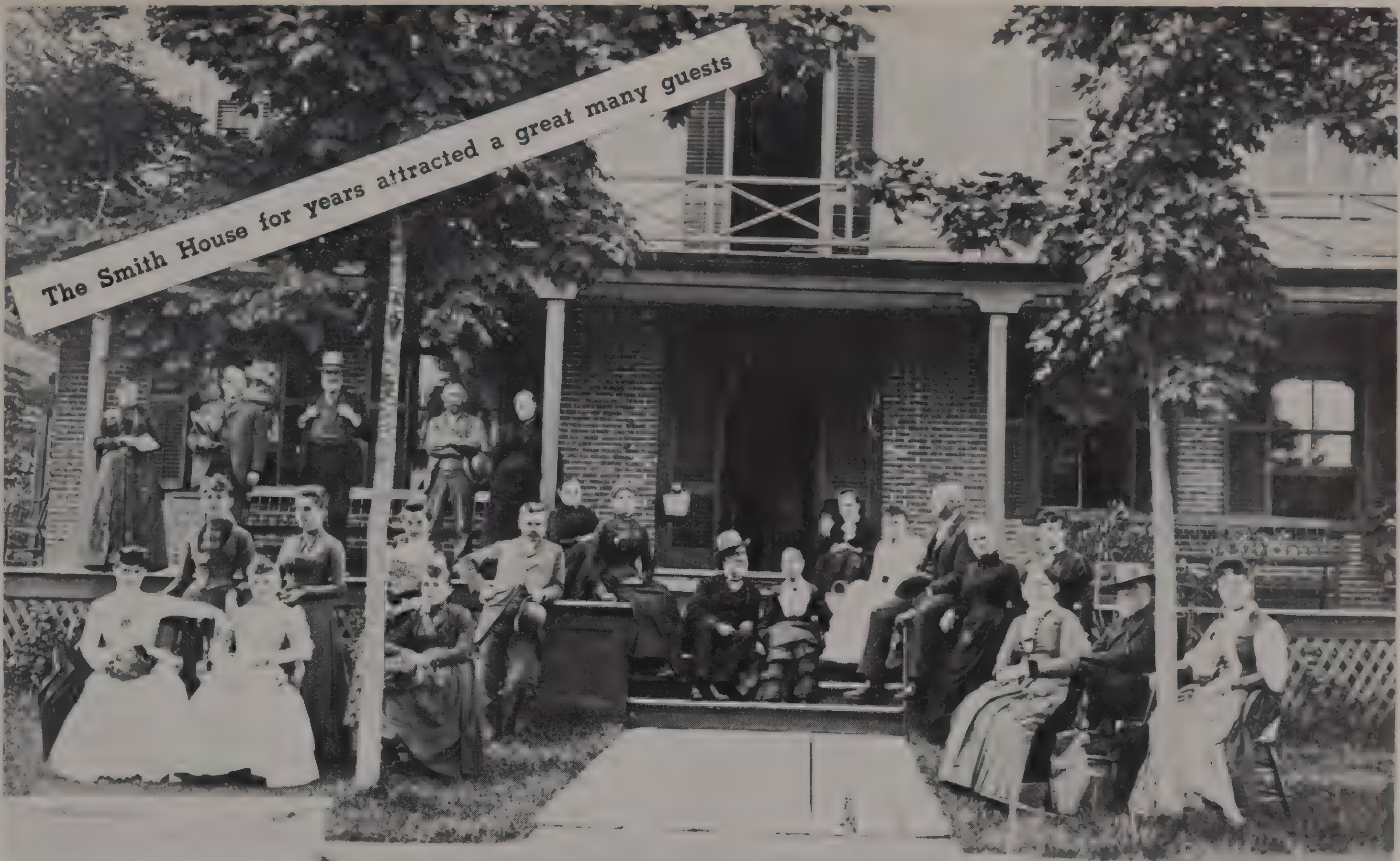
But during that 50-year period, the last half of the century, the mineral springs at Massena were well known throughout the state and nation. Old guest books in some of the hotels have signatures of persons giving a European address.

Even in 1856, or 30 years before the railroad was extended from Norwood to Massena, when travel into this village was by stage coach along the dusty roads or by boats plying the St. Lawrence River, the mineral springs were important enough to be listed in an article in the Harper's New Monthly Magazine.

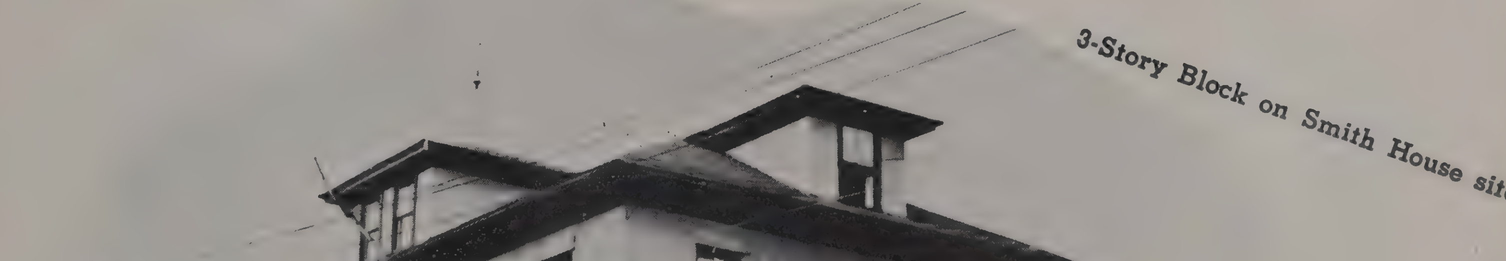
The article tells of the experience of a man nicknamed Portfolio who visited the springs at Avon, Clifton, Chittenango, Richfield, Sharon, Saratoga, Columbia and Massena in the preceding year, or in 1855. The portion of the article about Massena follows:

"Early on Monday morning, beneath a very lowery sky, Portfolio, with a friend started for the distant Massena Springs by the circuitous way of Cape Vincent, Kingston and the broad St. Lawrence. They tarried more than an hour at Kingston, waiting for the boat from Oswego.

"It was a lovely afternoon in August when our little party went down the St.



The Smith House for years attracted a great many guests



3-Story Block on Smith House site

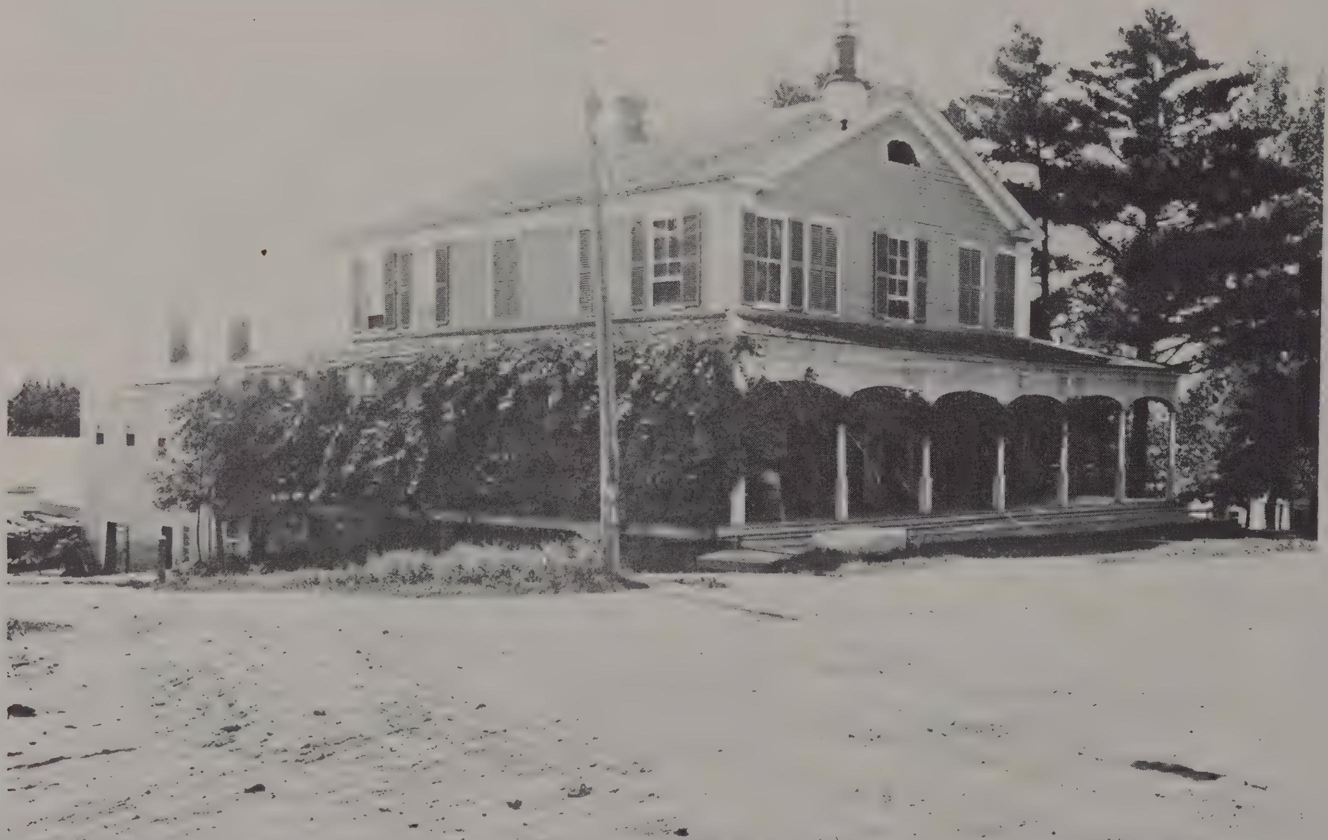
Lawrence. The weather frowns of the morning were changed to brilliant smiles, and a sunset scene, such as the skill of Claude could not imitate was painted in gorgeous colors in the western sky, just as the voyagers passed the lower group of the Thousand Islands and discovered the spires of Ogdensburg. In that pleasant frontier town they passed the night with relatives, and early the next day, Portfolio and his friend embarked in a lower river steamer for the famed Massena fountains.

"It was an exciting voyage to the Lewisville landing 30 miles below. For almost the whole distance the river flows in a swift current, or roars in deep foaming rapids over rocky slopes.

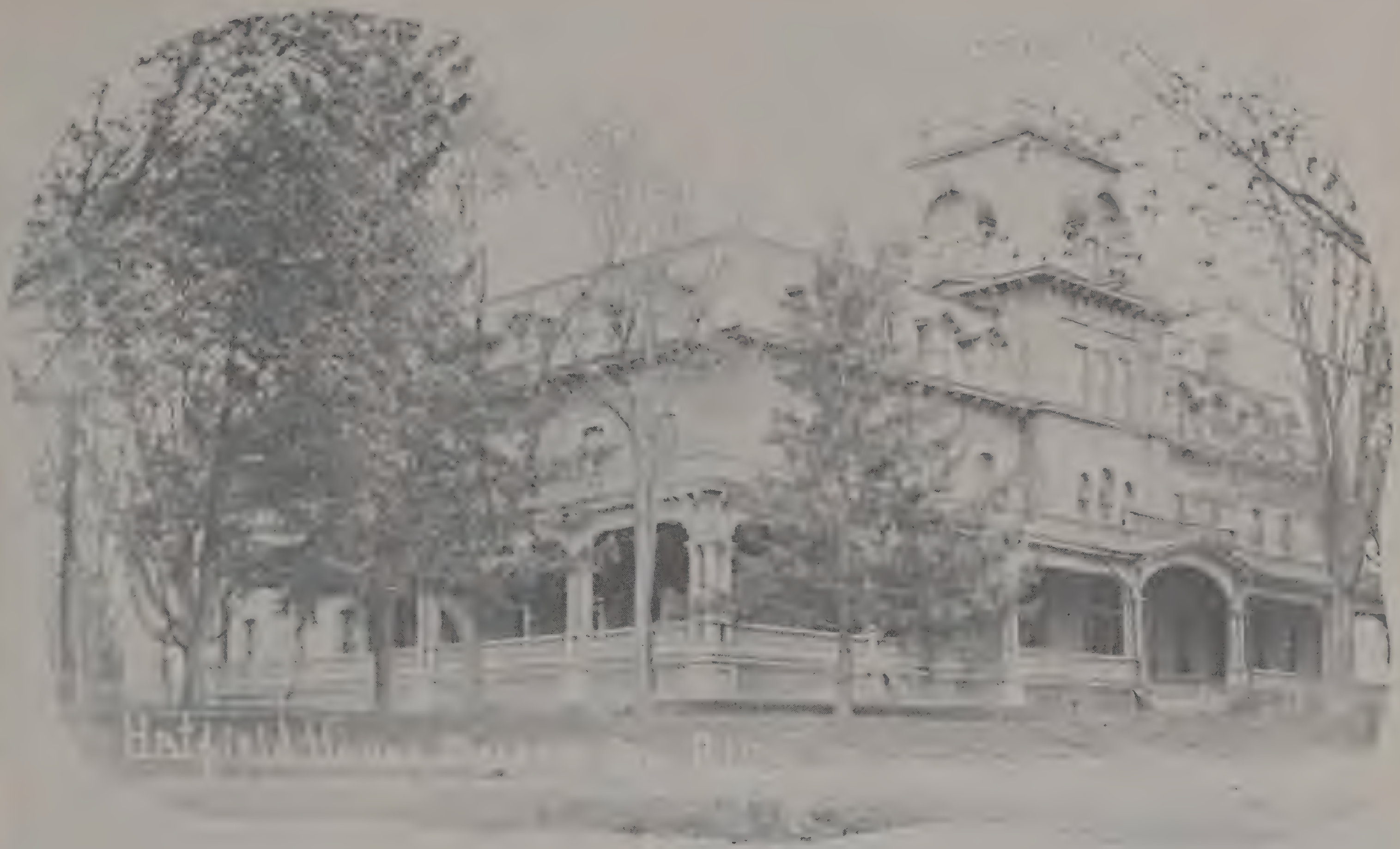
"Few carriages were in waiting, and passengers were numerous. Portfolio's head ached, his friend had tight boots, and both felt as men who kept growleries at home for the annoyance of wife and children. They found comfortable seats in a high, covered coach, and had just composed themselves for a journey of seven miles over a dusty road, when a puffy, fat lady with two pretty daughters climbed in, unmindful of first comers. They knew the rules of American politeness, and expected compliance. Portfolio was compensated for his abdication by the privilege of being enthroned by the side of one of the pretty maids, while his friend, less fortunate, was compelled to be contented with a seat on the driver's box, under a cotton umbrella.

. "A quiet nap at the United States Hotel, a cup of tea and a head-bath in the Massena waters, restored Portfolio to health and spirits; and slippers so delighted his friend that he freely forgave the fat lady for driving his tight-booted feet out into the broiling sun-heat. They both quaffed much and often of the healing fountain during the warm evening, and at an early hour retired to bed, but not to sleep. The ball-room was on the same floor, and there a party from Ogdensburg had gathered for a "hop" in which some of the permanent visitors joined.

"The springs are on the verge of the Racquette River, a broad and rapid stream, about a mile from Massena village, which is situated on the Grasse River. These two streams, of about equal volume, run almost parallel for many miles and empty into the St. Lawrence opposite Cornwall Island. The St. Lawrence is only four miles distant from



The Harrowgate House was damaged by fire but was not completely razed until 1922.



The Hatfield House was destroyed by fire Dec. 5, 1932

the springs, and the nearest station on the Great Northern Road from Ogdensburg to Rouses Point is at Potsdam Junction (Norwood), 15 miles distant.

"As early as the close of the last century, these waters were discovered by the surveyors, and they saw the oozy ground around them filled with the hoof-prints of wild animals. The Indians had used the mineral waters for ulcerations, it is said, as long as tradition can reach back, and as early as 1815, white people occasionally sought relief from cutaneous diseases by their use.

"The first settler there was Captain John Polley, a soldier in the second war for independence, and there he was yet residing at the time of the Portfolio's visit. They had a long and pleasant interview, and the captain gave our friend a graphic history of his adventures. In 1822, when Polley was in the vigor of manhood, he purchased 40 acres there, on which are the fountains and the present growing village of Massena Springs, and there he erected the first accommodations for visitors.

"At about that time a young girl afflicted with salt-rheume came, and was completely healed. A few years later, the Canadian Roman Catholic Bishop, Alexander McDonald, came there with the black scrofula, which he had contracted in Egypt. His legs were covered with black ulcers to the knees. He remained a month and was entirely cured. Since then hundreds afflicted with every description of cutaneous disease, chronic dyspepsia, and diarrhea and kindred ailments, have there found relief or positive cures. Such is the general testimony.

"There are two springs, only a few feet apart, one warm and the other cold. The latter is enclosed and surrounded by a spacious covered platform. The other is also enclosed but is so little used that its surroundings are about as primitive as when the moose and deer resorted there.

"The Harrowgate House and the United States Hotel are both owned by Benjamin Phillips. All about has a new appearance. The little village of a dozen houses has grown up within a few years, a bath-house erected and shade trees planted. Soon the Massena Springs will become a delightful summer resort for the healthy as well as for the sick.

Throughout the second half of the last century, and particularly after the Civil War, Massena advanced on all fronts. With many men in the war, progress seemed to stop for those four years, just like a dam holds back a stream. Once victory was assured and the union was to survive, everybody put his shoulder to the wheel and Massena rolled ahead as water rushes through an ever widening hole in a dam.

The school system was being improved. A movement was on foot to form a union free school district.

District No. 16 school was located on Andrews Street, the little brick building which forms the eastern part of the Hotel Nadeau. District No. 11 school was at 38 East Hatfield, that old building having been remodeled into a residence and long occupied by the Phillips family. District No. 2 was located on the north side of the Grasse River.

A school meeting of the three districts was held Mar. 22, 1866, the year after the war ended, to vote on the question of consolidating the schools and thereby forming a union free school district.

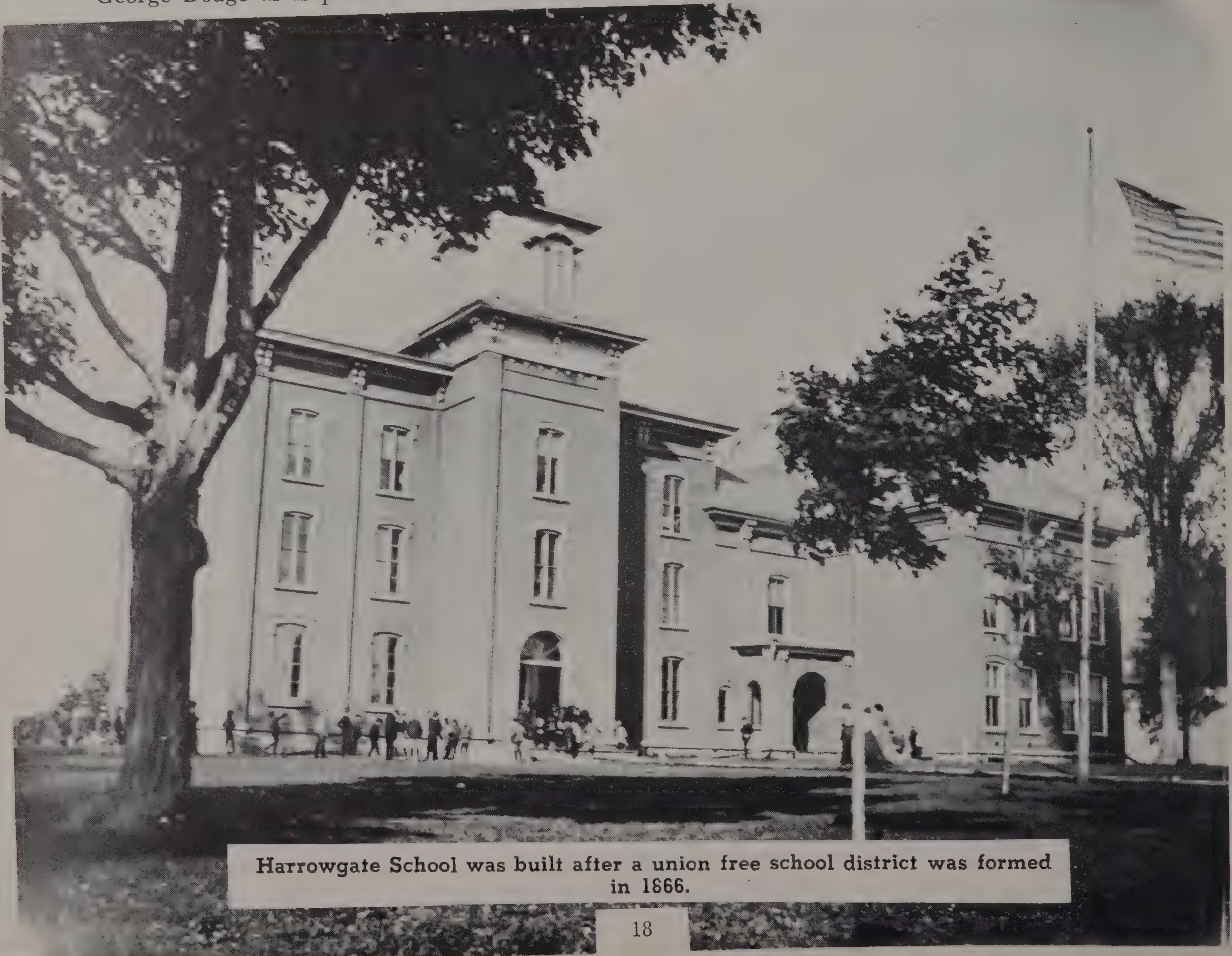
The motion was carried and it was decided that the site for the new school building should be as near the residence of Mrs. George Dodge as is possible to obtain location at a reasonable expense. The vote for consolidation was 52 for and 5 against.

The list of voters at that school meeting in 1866, or 20 years before the village was incorporated or the railroad had been extended to Massena, contains the names of the prominent men of that day. Those who attended that historic meeting were:

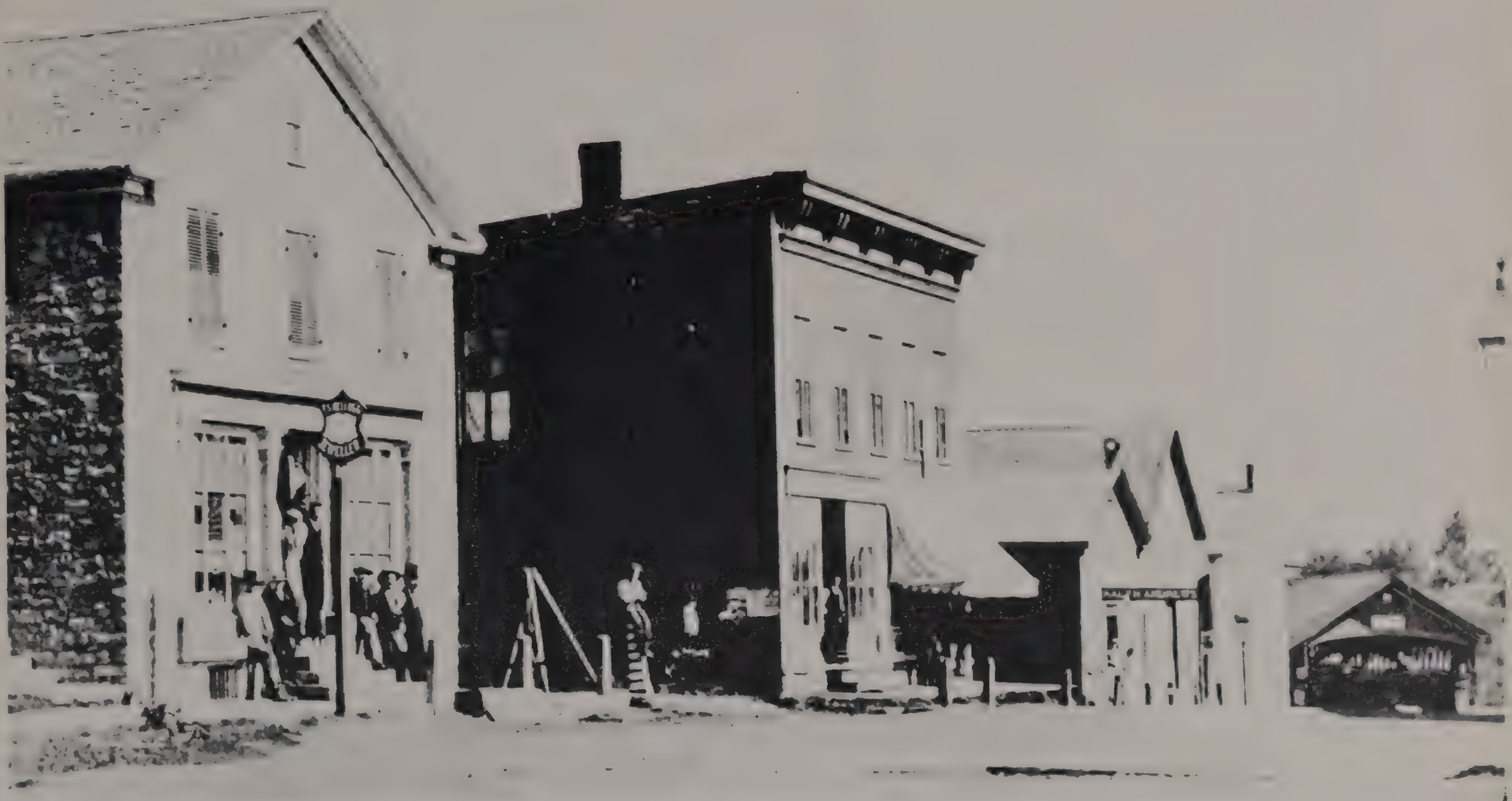
District No. 2: Lyman Howard, William H. Paddock, Reuben Dutton, Levi E. Waterbury, Morris B. Andrews, J. L. Hyde, John J. Shaver, A. J. Smith, Timothy Ryan, Lucius Robinson, Uri Richards.

District No. 11: H. C. Lang, Lucius Fowler, Cephas Nightingale, A. C. Bristol, Henry Sanborn, Orson Davis, H. F. Crooks, Jacob W. Gould, F. P. Balch, Albert Joy, Edward Johnson, Charles Nelson, Thomas Crocker, Henry Douglass, John Gould, Chester Kellogg, Rev. W. Woodward.

Diistrict 16: C. C. Millar, William H. Cubley, James Murray, Henry B. White, Henry S. Ransom, H. G. Clark, M. P. Crowley, Joseph Patterson, J. H. Grinnell, J. E. Orvis, J. O. Bridges, Edward Boyce, James Kirkbride, Henry S. Joy, Alfred Russell, Ephriam Whitney, William Murphy, Amos Ransom, Enos Beach, David Patterson, A. W. Patterson, A. W. Russell, Harvey Hyde and C. A. Boynton.



Harrowgate School was built after a union free school district was formed in 1866.



Covered section of Main Street Bridge is shown in above picture

The board of trustees for the new union free school district was to be composed of nine men. Elected were H. F. Crooks, J. O. Bridges, William H. Paddock, Ephriam Whitney, J. L. Hyde, F. P. Balch, Cephas Nightingale, H. S. Ransom and L. E. Waterbury.

On Aug. 7, 1866, a tax of $9,000 was levied on the taxable property of the district to buy a site and erect a school building. The first school meeting in the new school was held Aug. 15, 1868, and that meeting was called for the purpose of voting $4,000 to meet the deficiences in the expenditures. This was on the site of present Harrowgate School.

The old Main Street School was a three-story brick structure. It was remodeled and enlarged in 1899 and a central heating plant was installed in 1907.

The building was destroyed by fire Nov. 11, 1926.

Although the union free school district was formed in 1866, apparently no one met the requirements for graduation from high school until 1885. The old minute book mentions the academic department as early as 1874. The first mention of high school graduation was in early 1885 when the board voted $6 to finance a program for commencement. Gordon A. Wright and Kate Andrews comprised the first graduation class; no one was graduated in 1886. Mr. Wright became a well known architect of Syracuse, and Miss Andrews brother, Avery Andrews, was on Pershing's staff in World War 1.

In November, 1885, just after David B. Hill had been elected governor after a hot campaign, the old covered section of the Main Street Bridge was destroyed by fire. Some Republicans at first thought it was a Democratic celebration that had gotten out of hand. The fire caught, however, from a small building adjoining on the south end and owned by Joseph E. Clary and Henry Reed.

The first bridge over the Grasse River to be constructed on stone piers was in 1862. It had three spans, the south span being covered. Twenty years later the bridge was repaired and the two northern sections rebuilt with iron, the covered section remaining.

The burned section of the bridge was replaced by an iron span, the entire bridge being of iron until it was replaced by the concrete structure in 1918.

Covered bridges in Northern New York and Massena were common for a great many years.

The old covered structure at Massena Center served from 1869 to 1929. The two old bridges at Helena and Hogansburg were replaced in 1931. It is believed that both of them were built in 1855, although there is some question regarding the date of the Hogansburg bridge.

The Brasher Falls bridge was replaced in 1933. It was built in 1863.

The community was growing; it was time to incorporate a village.

Silas J. Farnsworth in 1884 made a survey as to what should be included in the corporation. In June, 1884, he signed an affidavit before George E. Britton, notary public, stating that the survey was made. He was paid $50 for that work.

The original plot was nearly rectangular in shape and contained 1,198.98 acres. The old line started at the corner of the present north and east boundaries, a point just beyond the canal, or opposite Spruce Street, and this line extended in a westerly direction for 4,620 feet, crossing Belmont, Liberty, North Main to about Pine, then southerly across Andrews above Ransom and extending beyond the Racket River to the corner of the intersection of the Louisville and Norfolk town lines, then in an easterly direction along the same line as now used as the present boundary to a point which when extended northly to the original point beyond the canal would form a line parallel to the western boundary.

The eastern boundary crossed upper Park Avenue, Bishop near Poplar, Willow between Cornell and Center, East Orvis between Brighton and Howard Streets.

Silas J. Farnsworth, surveyor

A census also had to be taken to incorporate the village. Charles A. Boynton counted 224 families, a total of 1,006 individuals, residing in the area surveyed by Mr. Farnsworth. Mr. Britton also notarized that affidavit.

The special election for incorporating the village was set for Oct. 5, 1886. The amount to be expended during the first year was estimated at $800.

The election notice was signed by 20 prominent men of the day. They were James L. Britton, S. S. Danforth, C. A. Boynton, G. E. Britton, J. W. Webb, G. H. Dutton, W. R. Stearns, G. W. Bayley, J. O. Bridges, H. S. Ransom, H. T. Clark, Alex Maccue, W. G. Snaith, Hatfield Bros., H. B. White, D. N. Clark, A. W. Dutton, John Patterson, M. H. Flaherty, A. J. Nelson.

A. W. Dutton, postmaster, was the notary for the election notice.

No newspaper was published in Massena at that time and the law stated that the election notices had to be posted in ten publice places at least 30 days before the day of election, Oct. 5, 1886.

But it was found that sufficient time had not elapsed, and the election had to be postponed to Nov. 13, 1886.

And even then the village board had to apply to the New York State Legislature to pass a special act to make the Massena election legal. Somebody had forgotten to file the incorporation papers with the county clerk within the specified time.

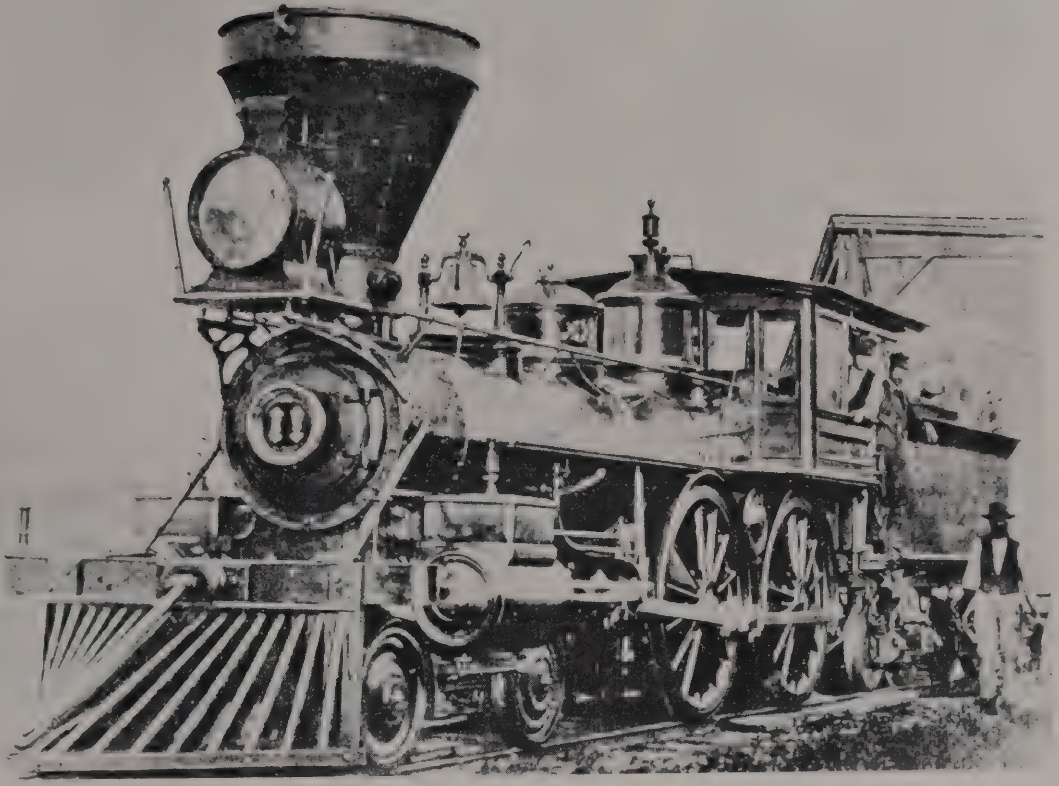
Just how strong the movement was to incorporate the village can be judged by the fact that only 21 persons voted.

Elected were: John O. Bridges president; T. L. Hatfield, A. W. Dutton and G. B. Bridges, trustees; G. E. Britton, treasurer; Thomas Delaney, collector.

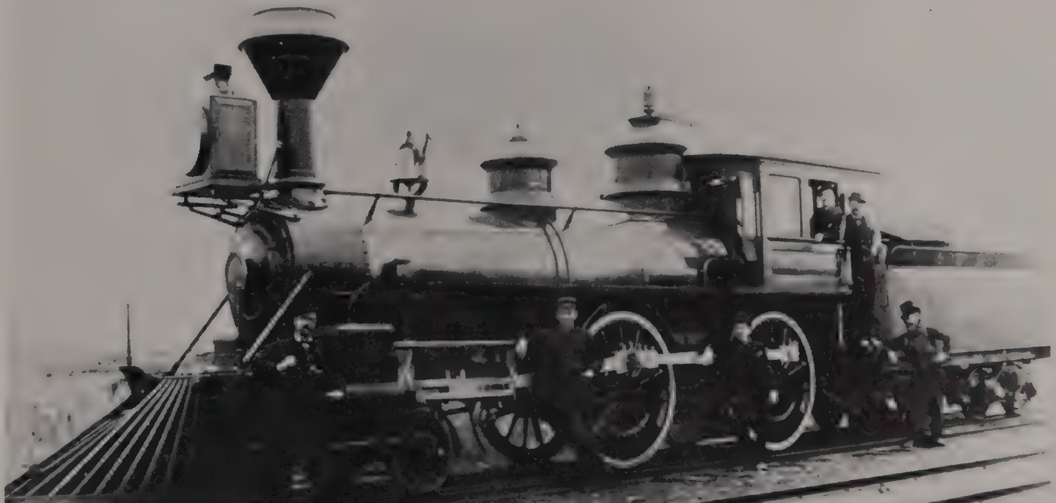
In 1927 the village was enlarged to 2,523 acres, which included the Tyo Tract.

In the same year the village was incorporated, Massena secured its first direct rail service. That was the year the Rome, Watertown and Ogdensburg Railroad extended its tracks to Massena.

For many years, Massena residents had to go by stage to Norwood to take the train. As early as Feb. 17, 1830, a meeting was held in Montpelier, Vt., to consider a plan to put a railroad through from Lake Champlain to Ogdensburg. On May 21, 1836, the Lake Champlain and Ogdensburg Railroad Company was incorporated with a capital of $800,000. Efforts to sell stock were not very successful. Ten years later, June, 1846, a company was organized in Ogdensburg with George Parish president to let contracts for grading and building the roadbed. Work was started in March, 1848.



Locomotives in use when Massena secured rail service in 1886



The first train to travel the entire road came into St. Lawrence County on Sept. 20, 1850, arriving at Ogdensburg at 4 p.m. It was called the Northern Road, now the Rutland.

Thus it was in 1850 that railroad service came to Norwood.

On Apr. 27, 1850, Fletcher Donaghue drove the first stage out of Massena. The stage was owned by his uncle, Col. Uriel Orvis. He probably met a northbound stage coming as far as Norwood, as that stage route was started before any train service had come into the county. Mr. Donaghue continued to drive the stage until the spring of 1853. In that year, he brought the first mowing machine into the county and was busy demonstrating it.

Watertown had begun talking about a railroad in 1832, or four years before the railroad reached Utica and only three years after the railroad had been established in the United States.

The first locomotive came into Watertown on Sept. 5, 1851. The road was pushed north to Norwood in June, 1857, in order to connect with the Northern Road.

By taking the stage out of Massena for Norwood, going by way of West Hatfield Street, a traveler could go by train to Ogdensburg or Lake Champlain as early as 1850, or he could go south to Watertown after 1857.

The Montreal and Champlain Junction Railroad had been completed as far as Fort Covington by Dec. 24, 1883. That preceding May 24, 1883, the United States and Canada Railroad Company had been incorporated under the laws of the state of New York. The Massena Springs and Fort Covington Railroad Company was incorporated Sept. 10, 1884, and a campaign was organized to secure funds to extend the line to Massena.

The R.W. & O. Railroad, which had reached Norwood in 1857, became interested in extending its tracks to Massena, or at least to meet the railroad coming in from Montreal. The railroad right-of-way from Norwood to Massena was surveyed in 1883, and the Brandy Bros. Construction Company started building the road the following Spring.

The first passenger train from Rome to Massena arrived here in August, 1886. Frank Smith of Watertown was the engineer on that train. Lawrence McCormick, Norwood, was the engineer for the first train leaving Massena, and Cornelius McCormick was in charge of the coaches.

It took five years to bring the railroad from Fort Covington to Massena, but this was probably due to the fact that the money had to be raised through the sale of stock or by donations.

Joseph Clark and Silas J. Farnsworth were the surveyors for the route. The station had to be located on the south side of the Racket River in order to save building another bridge, according to local people who remember that period.

It was first thought that the railroad would come closer to the Main Street business section, with the station located nearby.

Edward Hungerford, the great railroad historian, indicated in his book "The Story of the Rome, Watertown and Ogdensburg Railroad", that the line was extended from Norwood to Massena in order to meet the railroad coming from Montreal, rather than to give rail service to Massena. However, the expected traffic failed to materialize.

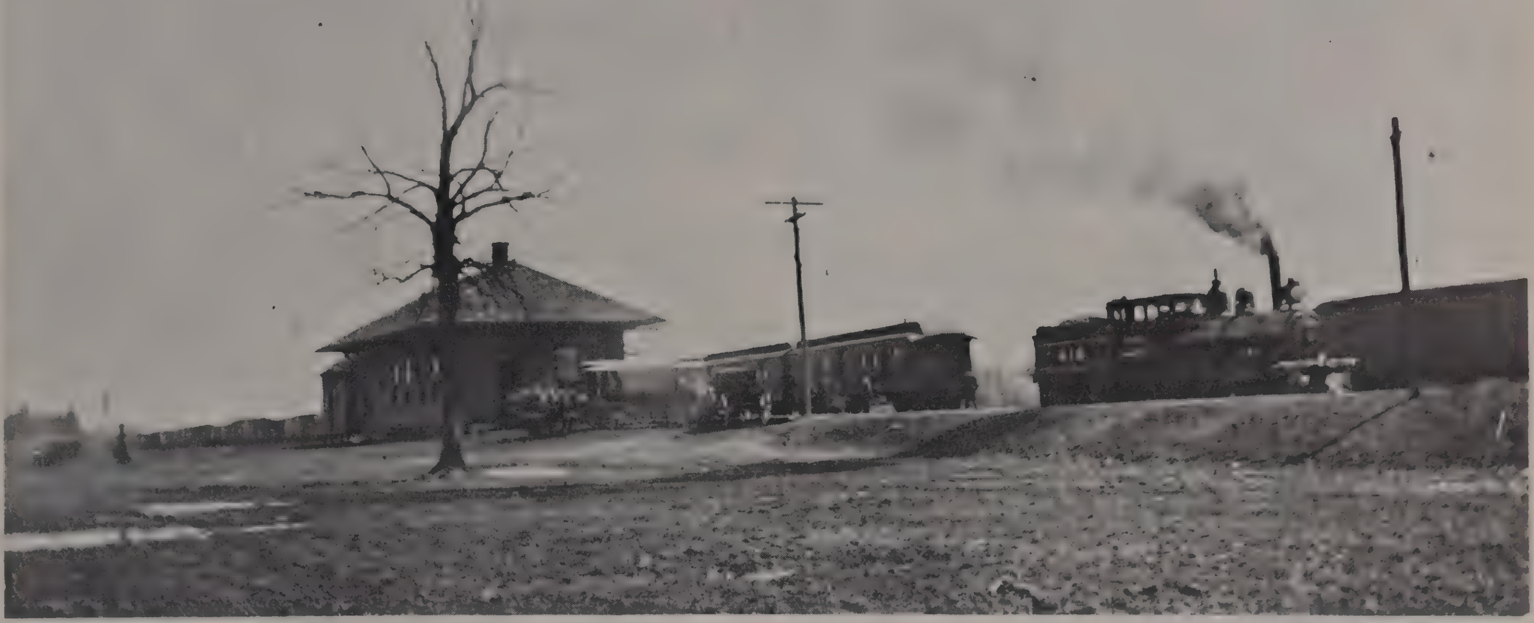
George E. Britton, who was one of the real promoters of Massena in that day and financially interested in the Canadian railroad, established a newspaper on Mar. 8, 1888, in order to give a full account of the joining of the two railroads on Mar. 9, 1888. He died Mar. 11, 1949, at the age of 89. In Vol. 1, No. 2 of The Express, published in Gouverneur but circulated in Massena, Judge Britton wrote:

"Last Friday was a day to be long remembered by our inhabitants. Mar. 9, 1888, chronicled the advent among us of The Express and of the driving of the last spikes and laying the last rail in the union of the Fort Covington and Massena Springs Railway with the R.W. & O. System, making possible express trains from Montreal, the metropolis of Canada, to Chicago, the metropolis of our great West, one hundred miles shorter than any before in existence.

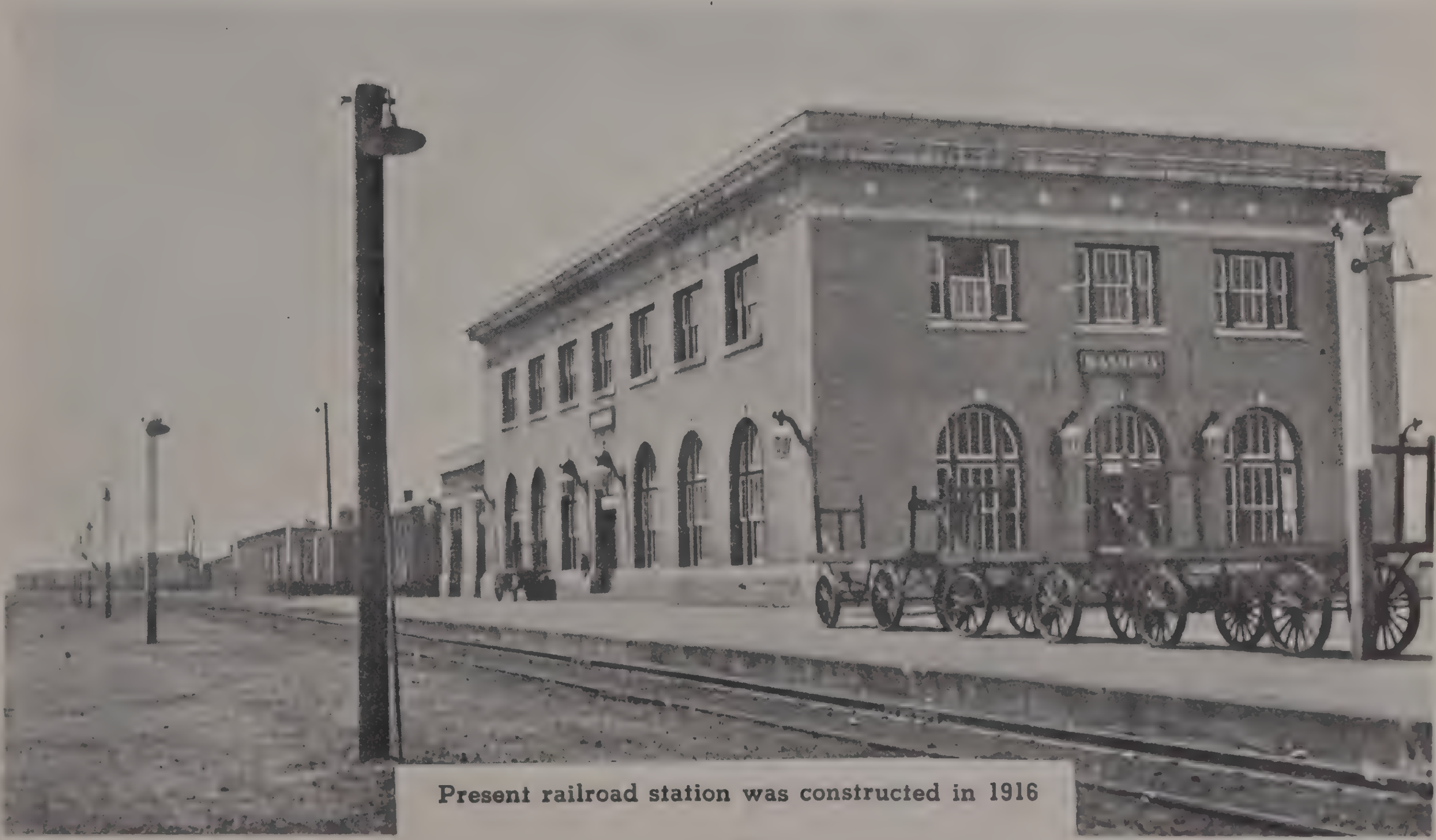
"Early Friday morning, Judge Foster, accompanied by two hundred railway men of Canada, members of the press, and friends, left Montreal via the Grand Trunk in five coaches for Massena Springs. From every town in the vicinity the people gathered in crowds to give the excursionists a fitting welcome. Shortly before noon the assemblage proceeded to the Springs, accompanied by the village band. After waiting a short time the company were greeted by the cheering sound of the steam whistle and the 'iron horse', with its long train decorated with flags of the two nations came into view. As the excursionists alighted, the band struck up a lively air.

"Salutations were in order, and after friendly greetings, Judge Foster placed a hammer in the hands of eight of the honored company, comprising the following gentlemen:

"W. R. Stearns, Col. William McEackern, William Gibbs, Frank Shields, Hon. William A. Dart, Dr. William Gilles, J. A. Jacobs and William Brosseau.



First railroad station was located opposite Depot Street



Present railroad station was constructed in 1916

"Hon. William A. Dart proposed the sentiment: 'The Massena Springs Railway and Judge Foster its promoter, to which the Judge replied in these words in substance:

" 'This is indeed the happiest day of my life. Whenever I have visited Massena in the past the kindness and cordiality of your people has inspired me to work more earnestly against obstacles of which you little know, and renewed my determination to carry this enterprise to a successful completion, though it cost my life to do it. Not from Massena alone has this encouragement come, but from every parish along the line. With an occasional faint heart, your kindness has encouraged me.

"He then referred to courtesies extended by the R.W. & O. and Canadian railways, to Joseph Hixon of Canada, and to the efforts made by General Manager Britton to make this a great through line and to the shortening of the distance between the West with the Canadian East by 100 miles, making reference to Mr. Dart's efforts in raising $10,000 subscription for the project in Potsdam.

"He related his experience in meeting a centenarian at Bombay whose earnest wish was that he should electioneer for Cleveland, and affirmed that he had never interfered with either politics or religion except in this instance. He spoke of Mr. Hatfield's liberal subscription of $1,000 and his sad demise. He expressed gratitude for life spared to himself for the privilege to enjoy this proud day.

"Telegrams from Hon. George Z. Erwin, Governor Hill, W. Lynch, M.P., General Curtis and Hon. Floyd Hadley were read.

"Mr. Paddock then presented Judge Foster with a gold watch, appropriately engraved, on behalf of the people of Massena as a token of their esteem and appreciation of his labors in their behalf. This last act of kindness on behalf of our people brought forth a tear. The Judge could scarcely reply.

"Cheers were then proposed for Chairman Hurlburd and Chief Engineer S. J. Farnsworth.

"At the conclusion of the ceremonies the company returned to the Springs. The train ran out on the R.W. & O. track, switched and headed for Montreal.

"The conductor and Agent Mowitt called 'All Aboard for Helena, Bombay, Fort Covington, Montreal, Canada, east and west'.

"Judge Foster, standing on the rear car, addressed the audience in a few feeling sentences.

"Cheers were proposed for the representatives of the press present. The conductor again called 'All Aboard', the band played and the train moved off midst the hurrahs of the multitude.

"Massena has advanced years in a day."

"Judge Foster then addressed the audience in these words:

" 'To the people who have worked for the consummation of this grand event—the connecting of the American and Canadian systems of railways in the valley of the Chateaugay in Canada and the St. Lawrence Valley in the United States, south of the grand old river St. Lawrence, dividing as it does the two countries—there can be no question why the honor of driving the last eight spikes which brings the two railways together here has been given to Messrs. Dart, Jacobs, Stearns, Gilles, Shields, McEackern, Brosseau and Gibbs.'

"The spikes were then driven and Judge Foster proposed a national sentiment in these words:

" 'National complications are often the result of man's ambition Commerce knows no such narrow limits. We have today added another to the iron bonds which unite these two great countries—the United States of America with Canada. May their relations be as binding for all time in the interest of mutual peace and good-will as our railway connections are certain to be for the prosperity of the two peoples.'

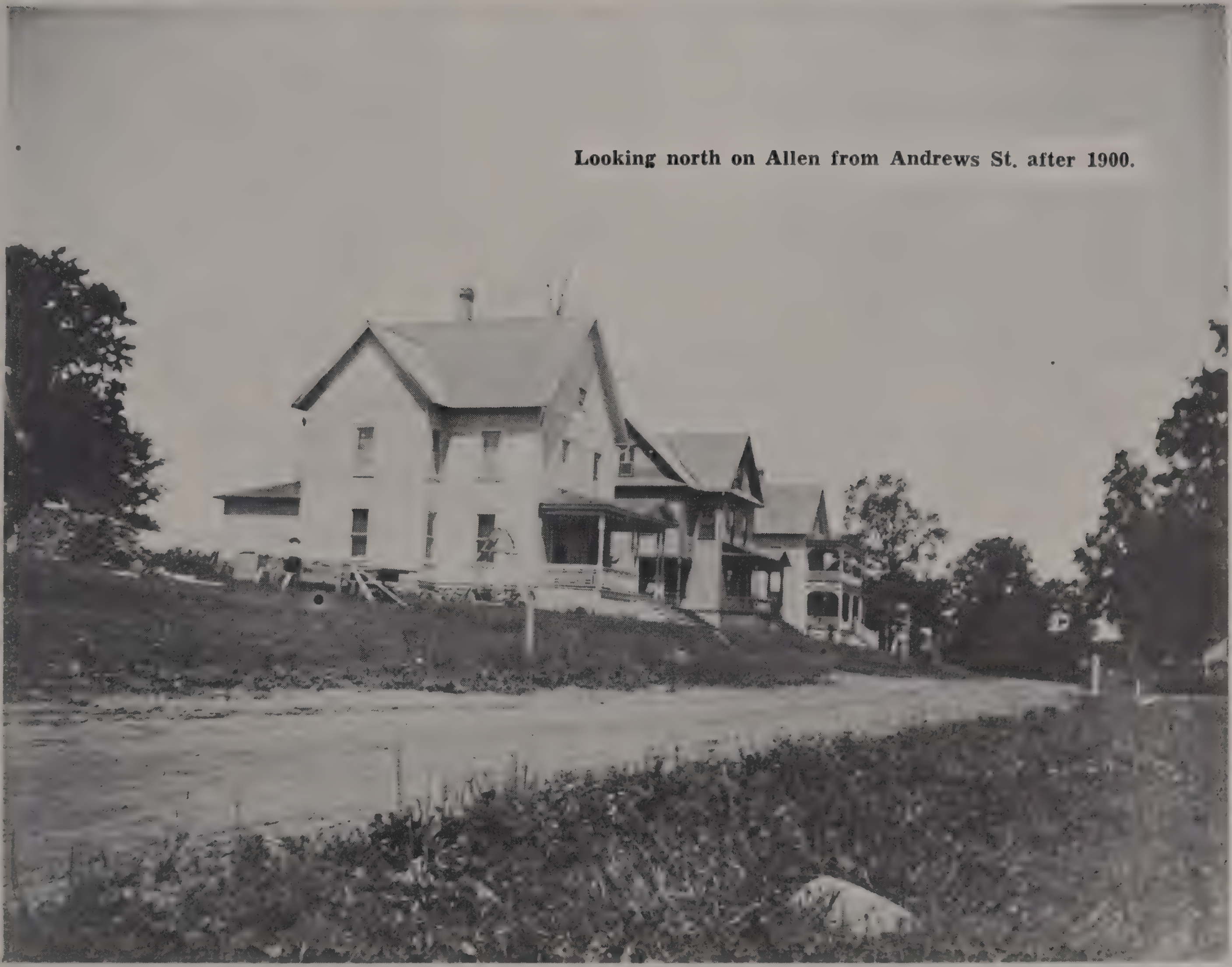
"The company then adjourned to White's Hotel for lunch and further ceremonies. A brief meeting was held by the directors of the road in one of the private rooms of the hotel. All partook of a sumptuos dinner, after which they adjourned to the veranda of the hotel. Hon. Calvin Hurlburd was appointed chairman of the assemblage and addressed the audience with a few appropriate remarks.

"Hon. William A. Dart was introduced. He expressed a kindly sympathy for the Canadian people with whom he has been associated as consular general and spoke of the debt of gratitude which the people along this thoroughfare should feel toward Judge Foster for his untiring efforts in their behalf, and of the advantages which this railroad affords for convenient access to the outer world. He compared the railway to a monument to Judge Foster, and referred to the courtesies extended on this and other occasions by the R.W. & O. Railroad.

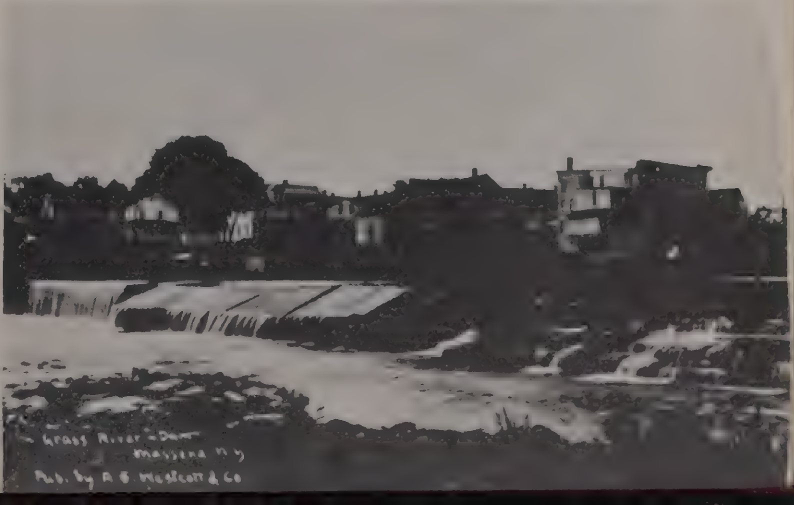
"The next speaker was Colonel McEackern of LaPrairie, who amused the audience with reference to a former visit to Massena on which occasion he had jokingly said that if the people would elect Cleveland they should have a railway. He spoke of their credulity on that occasion and the verification of his statement.

"Hon. L. C. Lang of Brasher said he had come to visit cousins and rejoice with Massenans. He thought Judge Foster was entitled to great credit for bringing the enterprise to a successful completion, and complimented him in fitting words.

Massena visitors came to stay—with a big trunk—in olden days.



Looking north on Allen from Andrews St. after 1900.


Grass River Dam
Massena N.Y.
Pub. by A. E. Westcott & Co

Looking upstream on Grasse River just below the old dam.

SESQUICENTENNIAL PROGRAM

JUNE 24, 1952

America's Town Meeting of the Air will originate its nationwide program in Massena. This program is carried over the American Broadcasting Company at 9:00 P.M. Eastern Daylight Time.

JUNE 26, 1952

There will be a nationally known military band leading the Massena Day parade. Local groups will participate in folk dances in native costumes. A representative of the President of the Republic of France will be in Massena to extend greetings to Massena. Many colorful historical displays will be shown.

JUNE 27, 1952

Celebrating its 50th Anniversary Aluminum Company of America's Massena Works will hold an "Open House" visit. Visitors will have an opportunity to visit the vast aluminum plant and see the process of reducing aluminum from the alumina ore. Also to be visited will be a large rolling mill which fabricates large aluminum shapes. Souvenirs, refreshments, displays and free movies will complete the visit.

There will be band concerts and many displays all over the community.

JUNE 28, 1952

Highlighting the three day celebration will be "International-Armed Forces Day." Principal speaker for the day will be Lieutenant-General Charles Foulkes, CB, CBE, DSO, CD, Chairman, Canadian Chiefs of Staff. High ranking American Commanders of Army, Air Force and Navy will be in Massena to extend our Nation's welcome to Canada's Chief Military Leader.

A large historical-military parade will be held with Canadian and United States units participating.

There will be a fireworks display and band concert in the evening.

THE TOWNSHIP

Francis L. Hosmer

ALCOA WORKS

John H. DeKlyn

CHAIRMAN

Thomas S. Bushnell

THE VILLAGE

Stowell P. Fournia

CHAMBER OF COMMERCE

Paul A. Crouch

THE INDUSTRIAL ERA

The level of the St. Lawrence River above the Long Sault Rapids is higher than the level of the Grasse River, yet the Grasse River empties into the St. Lawrence below the rapids. That fact has been known since early times.

The Long Sault Rapids were a barrier. On Apr. 5, 1809, means were provided for carrying into effect a concurrent resolution of Mar. 27, 1809, directing the surveyor general to authorize some competent person to survey the St. Lawrence and report. By an act of Apr. 9, 1811, Russell Attwater and Roswell Hopkins were appointed to expend $600 on the American shore from St. Regis to the Indian village at Lisbon. It is believed that a tow path was made along the shore in places with this appropriation.

For many years a tow path was in evidence at the Kezer farm. Farmers were paid for pulling the boats up the river. This was the only cash money for some farmers who had these contracts.

In 1833, the subject of cutting a canal from the head of Long Sault to the Grasse River was pressed on the Legislature, and a subscription raised to procure a survey. The Grasse River was considered navigable to within three miles of Massena village, and there intervened a ravine and low land, which it was found required a canal of six miles.

It was stated that in 1833, the sum of $48,000 was paid for cartage and towage past the Long Sault, and the cost for towing one boat amounted to $500 a year.

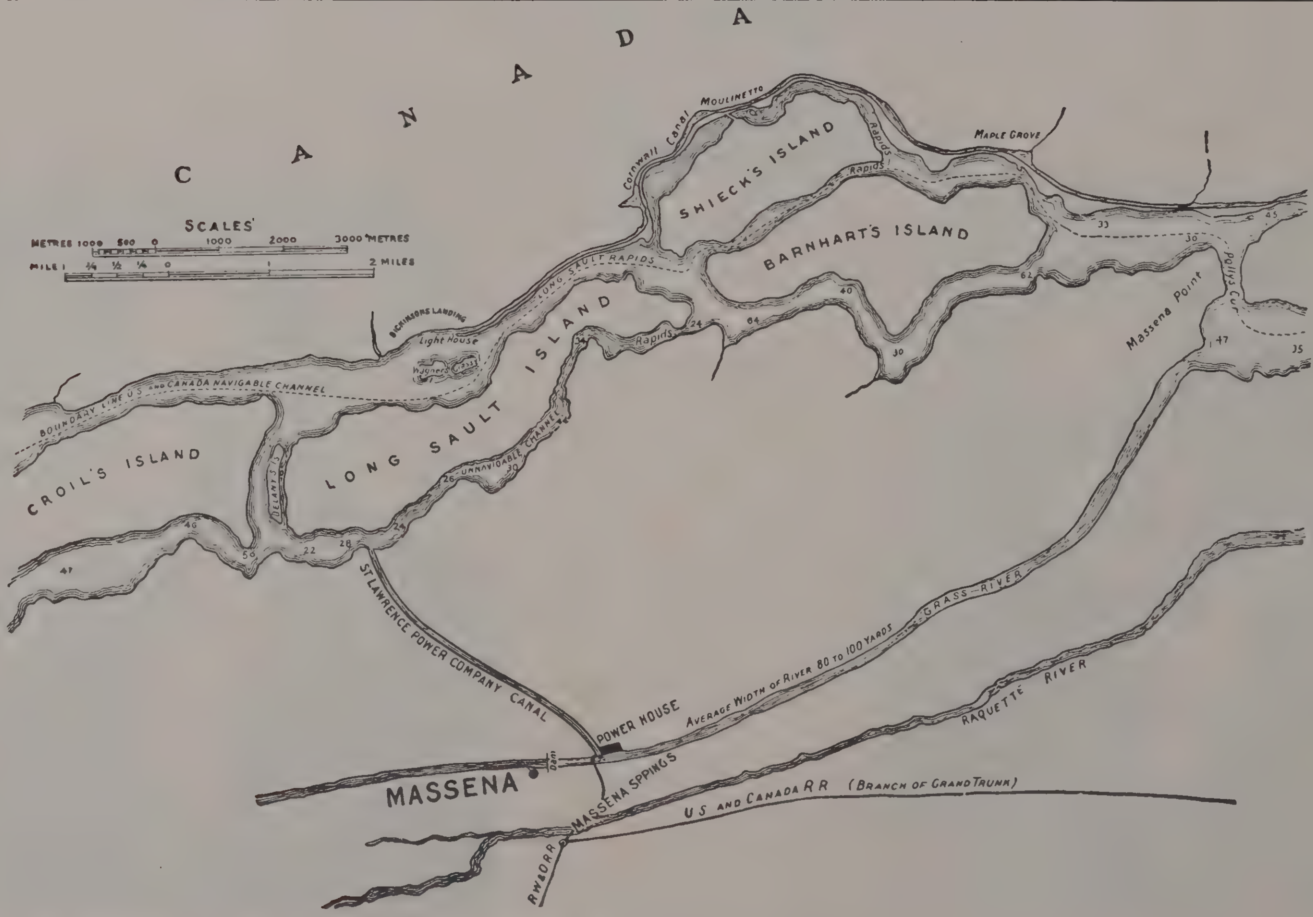
This subject was also urged upon Congress by a convention at Canton Dec. 18, 1833, and D. C. Judson, William Ogden, N. F. Hyer, H. Allen and M. Whitcomb were appointed to circulate petitions. Nothing was done or afterward attempted as the Canadian overnment soon undertook this labor and established canals and locks on the north side of the river.

While the early settlers thought of a canal from the St. Lawrence to the Grasse River as a means of navigation around the rapids, the community leaders late in the 19th century thought of a canal for the purpose of securing hydro-electrical power and making Massena great.

The bill to incorporate the St. Lawrence Power Company of Massena was introduced Feb. 27, 1896 by Senator Malby in the Senate and Martin V. B. Ives in the Assembly.

Named as incorporators were Michael H. Flaherty, Henry H. Warren, Charles A. Kellogg, Charles R. Higgins and Albon Man.

The proposal was to dig and maintain a canal from the St. Lawrence River to the Grasse River.


CANADA
SCALES
METRES 1000 500 0 1000 2000 3000 METRES
MILE 1 ¾ ½ ¼ 0 1 2 MILES
Cornwall Canal
MOULINETTO
SHIECK'S ISLAND
Rapids
Rapids
MAPLE GROVE
BARNHART'S ISLAND
LONG SAULT RAPIDS
DICKINSONS LANDING
Light House
Wagners
LONG SAULT ISLAND
Rapids
Massena Point
Pollys Cut
BOUNDARY LINE U.S. AND CANADA NAVIGABLE CHANNEL
CROIL'S ISLAND
DELANY'S IS.
UNNAVIGABLE CHANNEL
ST LAWRENCE POWER COMPANY CANAL
POWER HOUSE
AVERAGE WIDTH OF RIVER 80 TO 100 YARDS
GRASS RIVER
RAQUETTE RIVER
Dam
MASSENA
MASSENA SPRINGS
U S AND CANADA R R (BRANCH OF GRAND TRUNK)
RW&O RR

The location was described as follows:

"The St. Lawrence end of the canal is to be between the westerly line of the Daniel Talcott farm and the easterly line of the farm now occupied by the widow of William Dodge on the southerly bank of the St. Lawrence River. Thence it is to run through the lands between these points and the Grasse River, terminating on the northerly side of that river at a point between the bridge in the village of Massena and the place known as Massena Center. The lay of the land is such that the water drawn from the St. Lawrence through this canal will return to its source by way of the Grasse River which empties into the St. Lawrence. The canal will be about four miles long."

By Dec. 24, 1896, The Northern Observer declared that the power canal was assured and that work would commence the following Spring.

The Observer said:

"The promoters have been quietly working for the apast two years perfecting the details, getting control of the land through which the canal will pass. They have secured a valuable franchise from the State of New York. Negotiations have been recently closed with Stewart & Company, 40 Wall St., New York, which gives them control of the franchise, and about 2,000 acres of land in Massena and they propose to construct the canal at once.

"English capital has been interested and bonds to the amount of $3 million have been sold. The St. Lawrence Power Company was formed at the last session of the Legislature. This act became law May 9, 1896.

"The charter permits the power company to construct and operate a canal from the St. Lawrence to the Grasse River for the purpose of supplying and transmitting electrical or other power as they may see fit. It also permits the company to acquire title to lands by condemnation proceedings, with the water easements, or rights therein. They may also enter upon and use the ground or soil under any street, highway, road, railroad land, or public ground, within St. Lawrence County for the purposes specified, and may change the location or surface grade of any street, highway or road, and such right shall be continuous for such purpose, including the relaying, repairing, altering or extending its works, provided that suitable bridges are maintained and the surface of the roads kept suitable for public travel.

"The St. Lawrence River at the point where the canal leaves it is 47 feet higher than the Grasse River at the point where the canal empties, and yet the Grasse River flows into the St. Lawrence seven miles below.

"It will not be unfair to anybody else to say that the scheme originated with H. H. Warren, and that it is largely due to his efforts that it has reached its present stage.

"Mr. Warren is a mechanic and has always been interested and engaged in manufacturing of various kinds. While in Buffalo in the Winter of 1890 he became interested in the scheme then just begun to develop water power at Niagara. Mr. Warren had already noticed the peculiar conditions existing at Massena and the next season began making preliminary surveys and estimates, and ascertained very nearly the fall from the St. Lawrence to the Grasse River.

"During the Summer of 1894, Albon Man came up from New York to spend a few days at the Springs and while here Mr. Warren became acquainted with him and learned that he had once been an engineer and surveyor.

"Mr. Warren took him for a drive down the banks of the St. Lawrence and Grasse Rivers and broached the scheme to him. In October some preliminary surveys were made which fully proved Mr. Warren's statements were correct. Charles R. Higgins became interested about this time through Mr. Man. Mr. Higgins at once saw the possibilities of the project, and the three gentlemen set about to put into practical operation some plan by which the necessary property could be secured.

"It was concluded that the bill in the Legislature must be a St. Lawrence County measure, and Mr. Warren requested that M. H. Flaherty of Massena and C. A. Kellogg of Ogdensburg be invited to join in the undertaking.

"So in June, 1895, Messrs. Higgins and Man came to Massena and the arrangements were made whereby these five gentlemen became partners in the scheme to develop this power."

The plan as outlined was to build a canal 300 feet wide and 25 feet deep and to develop 200,000 horsepower.

By early Spring, 1897, the final survey for the project was in progress. A corps of engineers laid out the route and set the last stakes.

The Observer gleefully reported on May 27, 1897:

"Last December we stated that the English syndicate had agreed to take $3 million in bonds from Stewart & Company, but now we are informed that matters have taken a different turn, the capital stock being placed at $9 million and that the Englishmen are to become partners in the enterprise, furnishing money and taking part of the stock. They found upon investigation that it was bound

LOOK

The Northern Observer.

After

MASSENA, ST. LAWRENCE COUNTY, NEW YORK, THURSDAY, JULY [illegible]

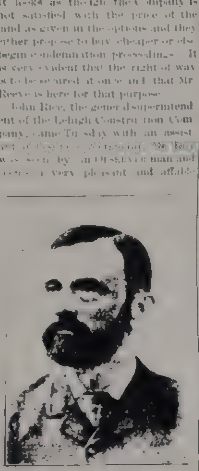
CANAL

Mr. C. H. Reeve, secretary of the St. Lawrence Power Company, has been in town since last week Wednesday and during the time has been busy in consultation with the land holders along the route of the canal.

HENRY L. WARREN

It looks as though the company is not satisfied with the price of the land as given in the options and they either propose to buy cheaper or else begin condemnation proceedings. It is very evident that the right of way is to be secured at once and that Mr. Reeve is here for that purpose.

John Rice, the general superintendent of the Lehigh Construction Company, came Tuesday with an assistant [illegible]. Mr. Rice was seen by an OBSERVER man and seems a very pleasant and affable



MICHAEL H. FLAHERTY

gentleman. He did not care to discuss the plans of the company much as yet but said he probably would be in a position to do so in a very few days. It is understood from pretty good authority that at least a part of the right of way will be secured this week.

A private letter received last week stated that the contractors who have the job to do the surface work would be here this week and ready to begin operations in a few days.

CHARLES A. KELLOGG

A Request.

All those interested in the Public Library are requested to meet at Grange hall Friday afternoon, July 16, at 3 o'clock to select a list of books and Library furnishings.

The Library will be open on Tuesdays, Thursdays and Saturdays from four to five o'clock.

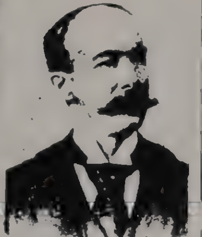
The OBSERVER will be sent to new subscribers from now until November 1, 1897, for 25 cents.

THE ORIGINAL PROMOTERS.

THE MEN WHO INTERESTED CAPITAL IN THE NEW ENTERPRISE.

The Men To Whom Massena Will Ever Be Grateful For Bringing Her Advantages To The Notice of The World.

It would seem fitting in this connection that we give a sketch of the men who succeeded in bringing the natural advantages of our beautiful town to the attention of men who could interest capital and bring them to our aid. In our issue of December 24 last we gave a history of the conception of this scheme and gave the credit of it largely to Henry L. Warren, ably seconded by Albon Man, of New York, how Mr. Man interested Charles R. Higgins in the scheme, with his extensive knowledge of engineering enterprises of this kind, and how later M. H. Flaherty and C. A. Kellogg became partners, and largely to them is due the securing of the charter which grants such extensive privileges.



CHARLES R. HIGGINS

Henry L. Warren.

Mr. Warren, to whom credit must be given for setting this enterprise in motion, was born in Oswego county in 1831, September 10. When a child he moved with his parents to Belleville, Ont., and received his education in the public schools of that place. Later his father went to Montreal and began the manufacture of tools, and Mr. Warren learned this business in all its details. To him the present manufacturers of steel tools are indebted for a large number of labor saving machines now in use. Among these are forging machines that turn out completed tools, doing the work of several men. He still owns valuable patents on several dif-

ALBON MAN

ferent kinds of these machines. Failing health compelled him to give up business and he came to Massena to live in 1886, during which time he has not been engaged in any business excepting the sale of his patented machines, and the completion of other inventions. Mr. Warren has been president of Massena Village for several terms and now holds that office. His leisure time for the past [illegible] years has been taken up [illegible] home, and the work is being done almost in accordance with his original plans.

Michael H. Flaherty.

Mr. Flaherty is a native of the town of Massena and was born at Massena Point, August 6, 1847. He is the son of Thomas Flaherty, who emigrated to this country from Ireland. His early life was spent much as other country boys, and when a young man he came to work in the store of H. T. Clark. In 1872 he entered into partnership in the general mercantile business with Mr. Clark, and the business was a successful one. He was elected supervisor in 1882 and held the office until he was elected to the assembly in 1888, where he remained two years. Mr. Flaherty was an efficient member and looked well after the interest of his constituents, besides forming a valuable acquaintance among public men. He has held the office of supervisor almost continuously since, and was chairman of the board during the sessions of 1894-95. Mr. Flaherty became connected with the canal scheme two years ago this spring and worked hard in connection with Messrs. Warren and Kellogg in securing options and pushing the charter through the legislature. He is now president of the Massena Banking Company and interested in the local land scheme to develop a model city in Massena.

Charles A. Kellogg.

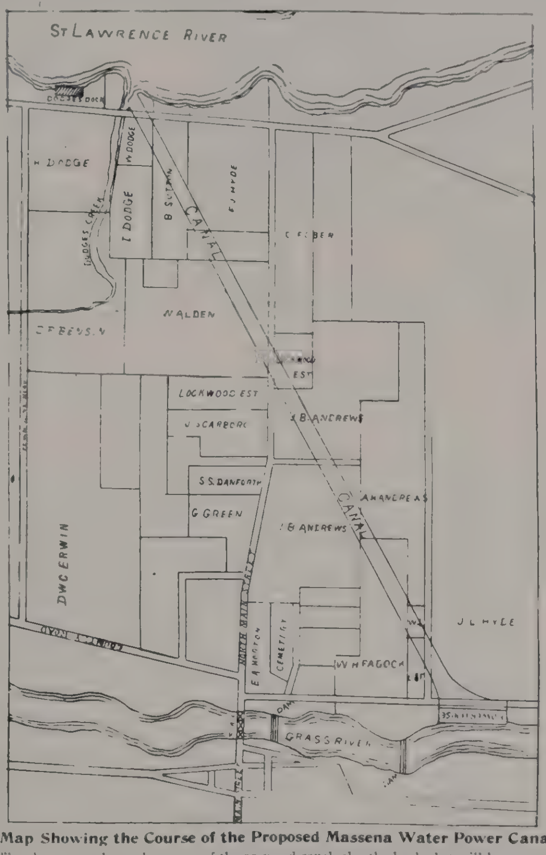
Charles A. Kellogg is a native of Massena, having been born here November 30, 1850. His early education was received in the village schools of this place, and supplemented by a course at the Fort Edward Institute. He is the son of Chester Kellogg, for many years a resident here, but who moved west a few years ago. In 1894 Charles began the study of law with the late L. C. Long and was admitted to practice in 1877. He practiced in Russell until 1881, when he moved to Ogdensburg, where he since lived. He was elected district attorney in 1887 and re-elected in 1890, and has been supervisor of his ward for two years. Mr. Kellogg proved a valuable partner to the other promoters of this enterprise, being we understand, the author of the charter and having charge of the legal work connected with the securing of the options, and his influence had considerable weight in securing the charter.

Charles R. Higgins

Mr. Higgins is one of the young men who has worked his way from the bottom of the ladder and has become a successful business man. He was for several years connected with Park Davis & Co., manufacturing chemists, of Detroit, and after learning the business, he represented them on the road for several years. This became too monotonous and he launched out into speculation and has been successful. He organized and put into operation a rice milling company in the south, using an entirely new process for cleaning rice, and this company largely controls the rice output to-day. He has been interested in several other ventures of this character, and when he became acquainted with the conditions for a water power existing at Massena he at once saw the possibilities, and his acquaintance with promoters of this kind of enterprise placed him in position to get them interested in Massena.

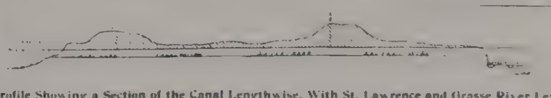
Albon Man

It was 71 years the 29th of last June since Albon Man first saw light in Westville, Franklin county. He was the son of Dr. Ebenezer Man, and spent his boyhood at home, fitting for college at the Fort Covington and Malone schools, and entered Union college in 1845, graduating four years later. He was admitted to practice law in January 1851, and soon after returned to Malone where he was elected district attorney. He served in the rebellion as Major of the 78th N. Y. Volunteers and later served in the treasury department at Washington. [illegible] Bank Note [illegible] made several inventions in the methods of doing that kind of printing, etc. Then he went again to the practice of his profession, but never gave up his scientific researches. In 1878 he with William E. Sawyer, invented what is believed to have been the first practical system of incandescent electric lighting. Many inventions in connection with this were patented by Man and Sawyer. In 1879 a legal contest arose between these parties and Thomas A. Edison which has never been settled. The first electric lighting company ever organized, the Electric Dynamo Light Company was organized by Messrs. Sawyer and Man in 1878. Much of Mr. Man's time of late years has been given to the legal contests in regard to electricity. Inventors and men of science, among whom he has many friends, are accustomed to call upon him to discuss matters of invention and science and to take his advice thereon. It will be seen that his familiarity with the subject of electricity and the many uses to which it is now put, made him see at once the immense possibilities that existed here at Massena, and his extensive acquaintance put him in touch with men who were both able and willing to take hold of the enterprise and push it along.



Map Showing the Course of the Proposed Massena Water Power Canal.

The above map shows the course of the proposed canal, also the lands that will be crossed by it. The canal starts from the mouth of Dodge's Creek and takes a southeasterly course in a straight line to dead water in the Grass river at the foot of Haskell's rapids one mile below Massena village.



Profile Showing a Section of the Canal Lengthwise, With St. Lawrence and Grasse River Levels.

The above profile shows a section of the canal lengthwise with the St. Lawrence and Grass river levels, also the topography of the country through which it will pass. The ridge on the left is 65 feet above St. Lawrence level and the one on the right is 70 feet, which added to the depth of the canal, 25 feet, makes the depth of the cuts 90 and 95 feet respectively. The canal at water level will be 200 feet wide and the excavation means the removal of 8,000,000 cubic yards of earth.

Runions' Massena Gallery open again July 29 31 2w

PEDDLERS MAY PEDDLE

VILLAGE AUTHORITIES HAVE NO LEGAL POWER TO PROHIBIT THEM

Court of Appeals Decides That Municipalities Cannot Shut Out Non-Resident Tradesmen

The court of appeals has reversed the judgment of the Chenango county court and the judgment of the police court of Norwich against F. C. Jarvis of Binghamton, the agent of the National Tea company, who was twice arrested and convicted at Norwich taking orders for tea and sentenced to fine and imprisonment.

In 1895 the village of Norwich had its charter amended by the legislature in an unusual manner, so as to shut out non-resident tradesmen and peddlers. The amendment read: "No non-resident tradesmen shall sell or order on sample or on contract in the village of Norwich without a license fee of $10 per day, on a penalty of fine of $25 or imprisonment in jail of 25 days or both." Mr. Jarvis went to Norwich to take orders in June 1896 and was arrested. His attorney contended that the charter was unconstitutional and against public policy. The police court overruled all objections and convicted Jarvis and fined him $15. Under advice from his attorney he refused to pay the fine, and ex-Assemblyman Barry of Norwich went his bail. The case was appealed [illegible] advice of his attorney Jarvis went on his trip to Norwich in July to take orders, was again arrested and convicted by the police court and sentenced to 25 days in jail. His attorney again contended the law unconstitutional. The case was also appealed to the county court and both appeals argued before County Judge Gladding in September 1896. Judge Gladding affirmed the conviction of the police court. Appeals were then taken to the appellate court of Albany, and argued in May, F. N. Gilbert appearing for Jarvis and District Attorney Matterson and Village Attorney Bixby for Norwich. The decisions just handed down reverse all the judgments and convictions of the court below, as illegal and without authority of law.

Many villages throughout the state have been watching the cases with interest and were prepared to shut out all non-resident tradesmen if the judgments were affirmed and so monopolize all trade. This decision affecting all incorporated villages in New York state and all commercial travelers, and other non-residents who trade from place to place is one of the most important handed down by the appellate court in many months.

DIFFICULTY IN A SCHOOL DISTRICT

District No. 14 in Norfolk Has No School House, But a Majority Want One

The inhabitants of school district No. 14, town of Norfolk, are having considerable trouble over the question of building a new school house. The district is located on what is known as Tiernan ridge. About a year ago the school house was burned doubtless by an incendiary. During the past year a private residence has been used for school purposes. As is usually the case in district school matters, the people are divided, some wishing the district annulled while others are of the opposite opinion. A special school meeting was recently held at which it was decided to rebuild, the vote standing 10 to 4. The minority at once petitioned school commissioner W. E. Andrews to annul the district. The petition was denied and the whole matter is now before the state superintendent on appeal. Horace Atwater of Norfolk is attorney for appellants and N. M. Claflin for respondents.

Massena has been overrun with tramps during the past few weeks and they are coming and going daily. Most of them claim to be looking for work on the canal, but when they find no canal they depart for fresher fields.

to be such a good thing that they were not content with simply taking the bonds, but wanted an interest in the enterprise itself.

"But the prevailing hard times, with the stringency in the money market made it impossible to do anything before election, and the further progress of the scheme depended on the election of William McKinley as president of the United States This restored confidence and foreign investors are again seeking American investments."

In June, 1897, the Westinghouse Company in Pittsburgh announced that it had received the contract for fifteen 5,000-horsepower electric generators to be used at Massena. This was the largest order ever given for electrical apparatus and was worth nearly $1 million.

The Lehigh Construction Company of South Bethlehem, Pa., took the contract for the construction of the canal and the power house, the power house to be 500 feet long, according to an article in The Iron Age, published July 1, 1897.

By Aug. 5, 1897, the St. Lawrence Power Company had purchased the following plots of land:

	acres
Abel Haskell	40
J. L. Hyde	430
Clark and Flaherty	25
William Layo	8
Bridges and Clary	25
W. H. Paddock	187
A. H. Andrews	240
J. B. Andrews	245
William Alden	140
F. J. Hyde	14
Benjamin Sutton	72
Mrs. William Dodge	25
Israel Dodge	67
Hiram Dodge	136
Total	1,654

The ground was broken Aug. 11, 1897.

By Sept. 2, 1897, the work was in full swing, 600 men and 150 horses were employed, besides the steam shovels and other machinery. Contractor Corbett received a consignment of 40 mules from St. Louis Sept. 23, 1897.

During the first few months of 1898, gloom spread over the entire project. The Lehigh Construction Company could not carry out the terms of the contract.

Work had stopped on the power canal.

But by June 9, 1898, the T. A. Gillespie Company of Pittsburgh took over the contract. On that date, the Gillespie Company advertised for 100 heavy teams to work on the canal, also boarding places were wanted.

Business was again booming in Massena by June 20, 1898.

The village board gave permission to the Postal Telegraph Cable Company to erect and maintain poles and lines along the streets.

W. R. Hitchcock on July 18, 1898, asked for a franchise to erect poles for transmitting light, heat and power. On Dec. 6, 1898, Judson L. Hyde, Fred J. Hyde and M. H. Flaherty also asked for an electric light franchise. W. R. Hitchcock again presented his petition. C. W. Burrows also asked for a franchise.

The Massena Electric Street Railway asked for permission to lay tracks along the streets from the railroad station to the village and out Center Street.

Thomas H. Gillespie presented a petition to establish the Massena Water Company, and this permit was granted Feb. 17, 1899. Also the board at that meeting granted a franchise to the Massena Electric Light and Power Company to operate in Massena Village. On May 3, 1899, the village board told the street car company to go ahead with their plans.

On Sept. 18, 1899, the Phoenix Electric Telephone Company applied for a franchise to build and maintain telephone srevice in Massena, and this was granted Sept. 25, 1899, providing the company would give free telephone service to the police department.

On Mar. 20, 1900, the voters approved $515 for sewer plans, and on Aug. 28, 1900, the voters in a special election bonded the village for $10,000 for a sewer system.

On May 15, 1900, the board gave a franchise to the New York Telegraph and Telephone Company.

It may well be that Oct. 12, 1899, was the most important day in Massena's industrial history, for it was at that time that Contractor T. A. Gillespie brought a group of capitalists here to see the canal.

That party consisted of State Senator William Flinn and his son, George H. Flinn; J. R. McGinley, vice-president of the Westinghouse interests; R. B. Mellon, of T. Mellon & Sons, bankers; David L. Gillespie, Pittsburgh Reduction Company; J. A. Bryden of Darr, Moore and Bryden, bankers, all of Pittsburgh; J. M. Crosby, Boston; also engineers John Bobart of New York and E. Manville of London came up to be present with the party.

The Observer said:

"These gentlemen were guests of T. A. Gillespie while here and are stockholders in the St. Lawrence Power Company. This is the first visit for most of them and they seemed satisfied with the looks of things in general. Some of them are also interested in the use of the power to be developed and evidently made this a sort of a prospecting tour".

Early View of Aluminum Plant

The Pontoon Bridge

Employment Department, Restaurant

But it was almost three years later or on May 15, 1902, before announcement was made that the Pittsburgh Reduction Company had decided to locate here and had contracted for 12,000 horsepower of electricity.

Work was commenced June 26, 1902 on the construction of the first four buildings for the Pittsburgh Reduction Company's plant. E. B. Bumstead, engineer for the St. Lawrence Power Company, was in charge of the work until the Pittsburgh Company's engineers could get on the job. Mr. Bumsted later became general manager of the power company. He was the son-in-law of H. H. Warren, having married Miss Clara Warren.

The first aluminum was made Aug. 27, 1903.

Officers of the Pittsburgh Reduction Company when it decided to locate here in 1902 were: R. B. Mellon, Pittsburgh, president; Charles M. Hall, Niagara Falls, first vicepresident; Arthur V. Davis, Pittsburgh, secretary and general manager.

The St. Lawrence Power Company was reorganized and absorbed by the Pittsburgh Reduction Company in April, 1906. A short time later the name of the Pittsburgh Reduction Company was changed to the Aluminum Company of America.

As more and more uses were found for aluminum, the local plant was expanded. For years the Aluminum Company of America has been the largest employer of labor north of Syracuse.

Due to the vital need for producing vast quantities of aluminum to build the planes and other equipment for World War 2, the U. S. Government built a number of plants. The St. Lawrence Plant in Massena was started Oct. 4, 1941, and produced its first aluminum May 27, 1942. The Aluminum Company of America later purchased the plant from the government.

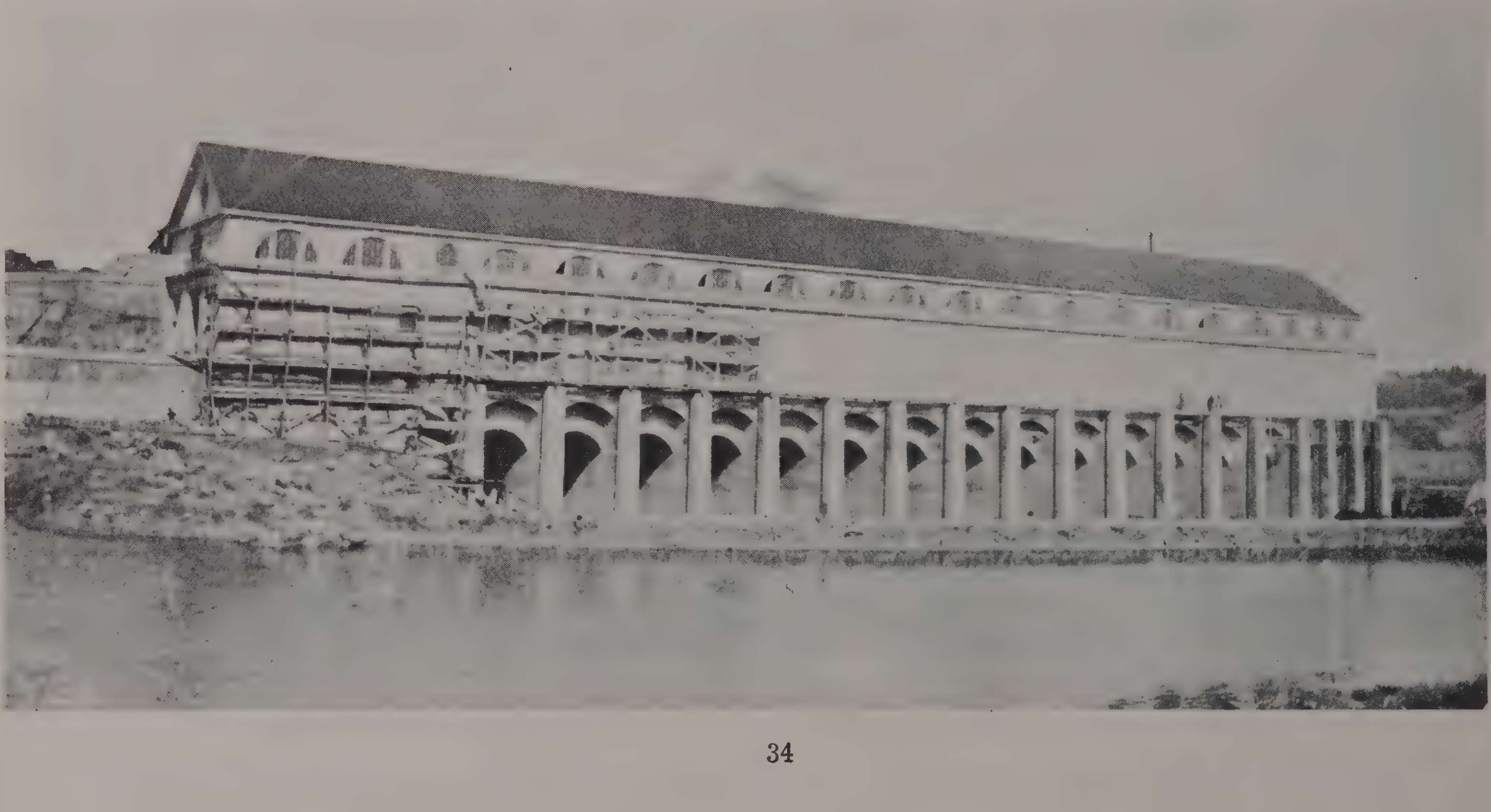
It is rather difficult to believe that when World War 1 broke out in Europe, that fateful year of 1914, the very first streets were being paved in Massena.

On May 4, 1914, the village board designated the streets to be sprinkled in order to keep down the dust that Summer. These were Main, Andrews, East Orvis, Phillips, East Hatfield, West Hatfield, Maple, Center, North Main, West Orvis and Mill (Water) Streets.

Bernard and Bennett had secured the contract for building the state highway through Massena in 1914. The contractors, even in that day, worked their men only eight hours a day. The village board thought the job would never get done and on Aug. 3, 1914, a letter was sent to the State Labor Department requesting the contractor to work the men nine hours a day. What happened is not known, at least the old village minutes don't say, but by Aug. 24 the board wrote a letter to the commissioner of highways, stating that the work was progressing satisfactorily.

The state was paving the center of Maple, a section of North Main, Main and South Main Streets.

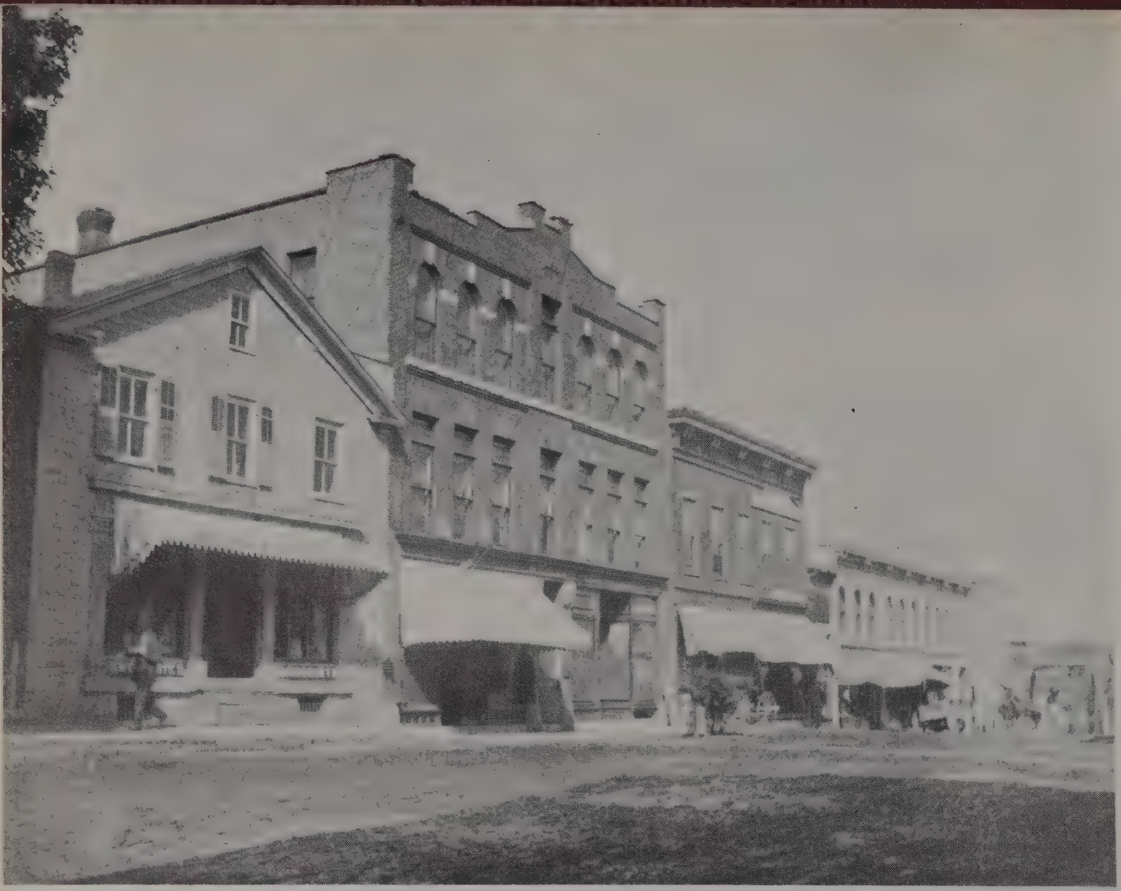
The state improved the center of Andrews Street in 1922; the village paving the sides at a cost of $14,000.



1902

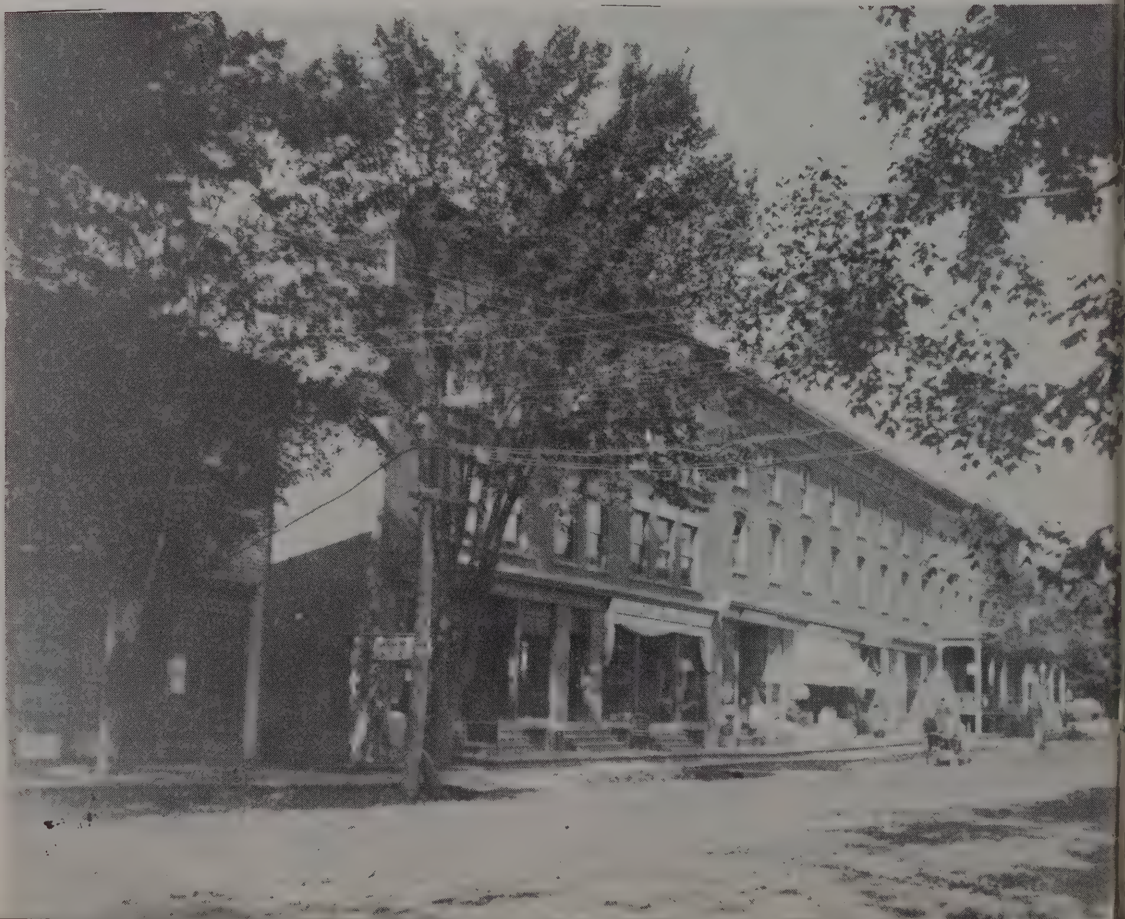
1952

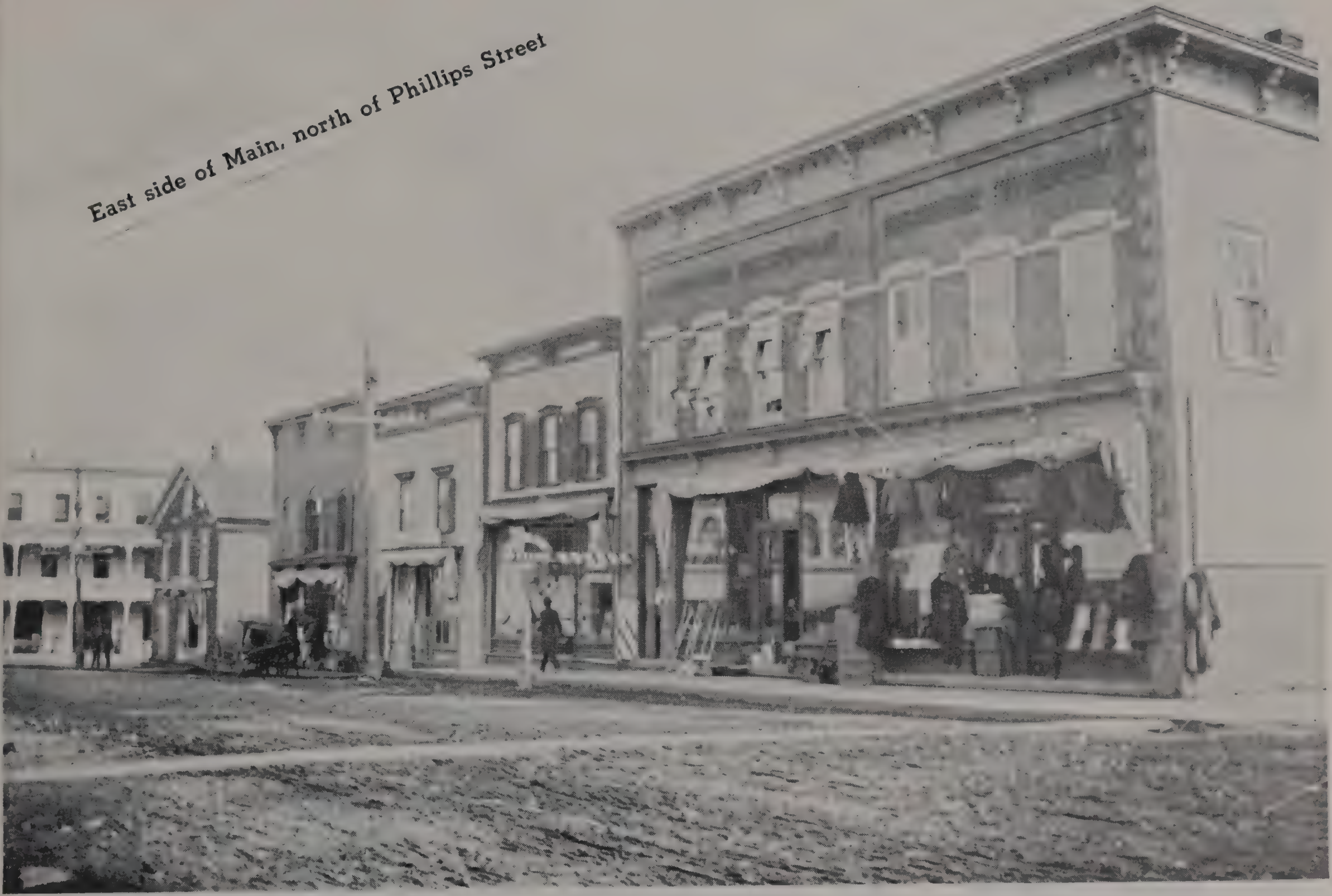
Top picture shows original building of Pittsburgh Reduction Company in 1902. Lower picture is air view of Alcoa Works 1952.



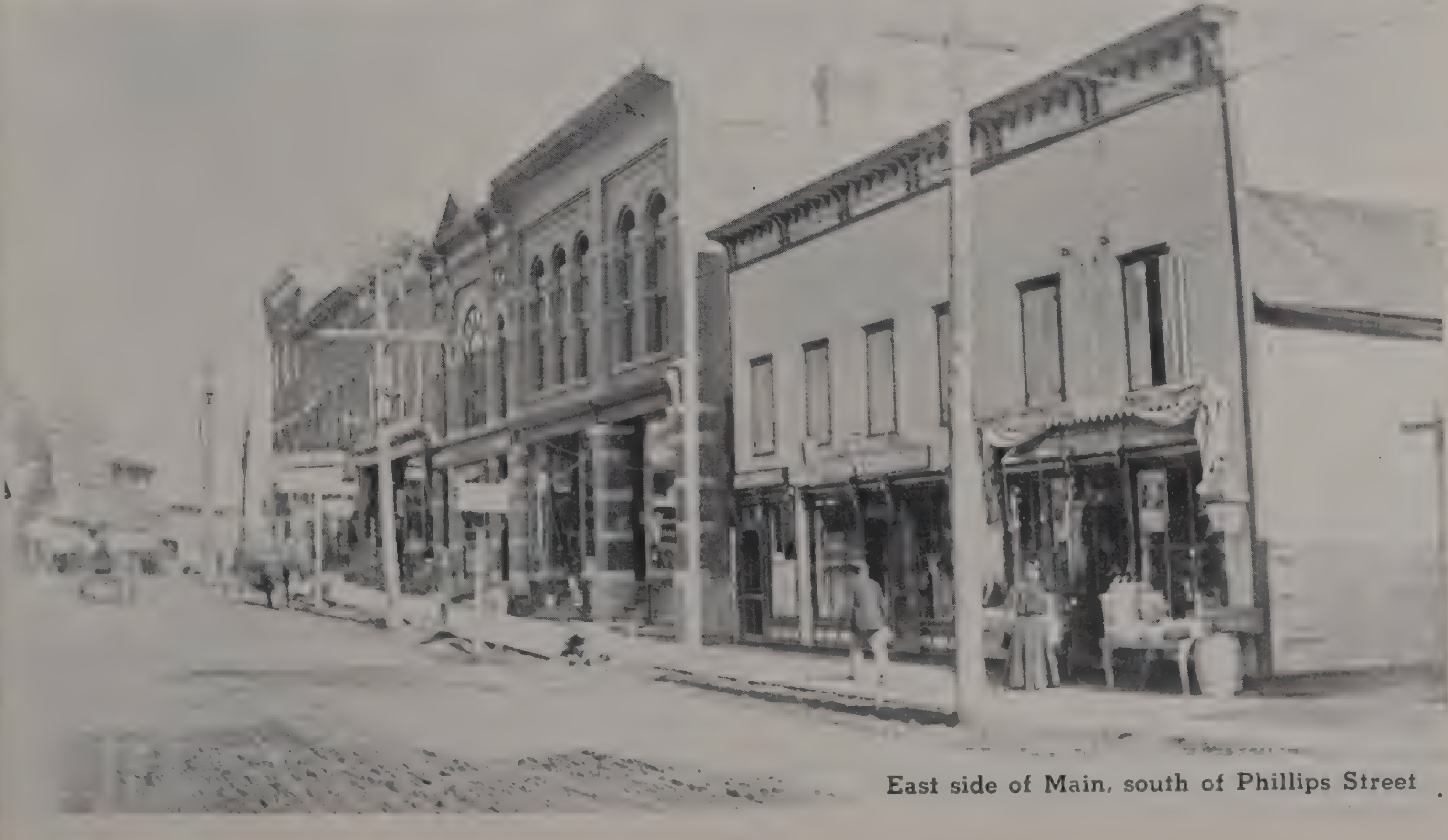
West side of Main, north of Andrews Street

West side of Main, south of Andrews Street

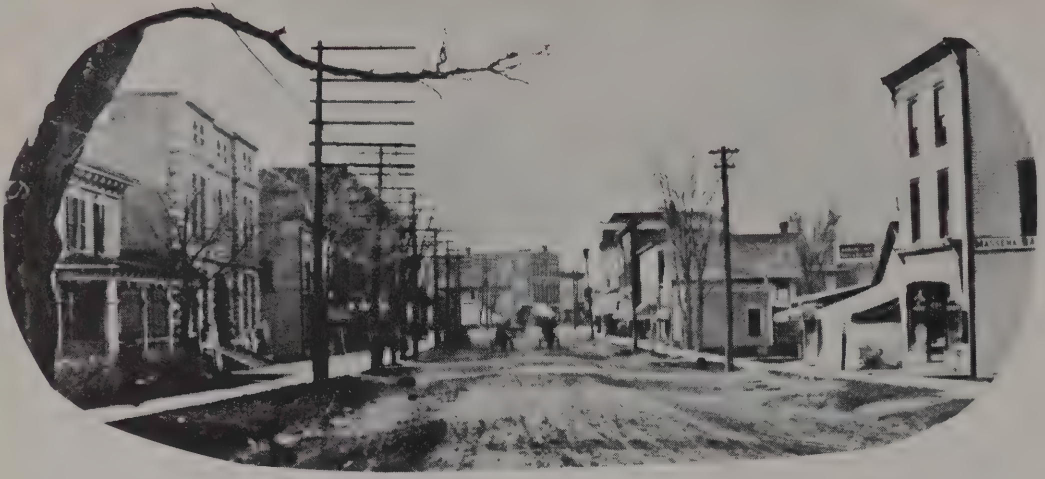




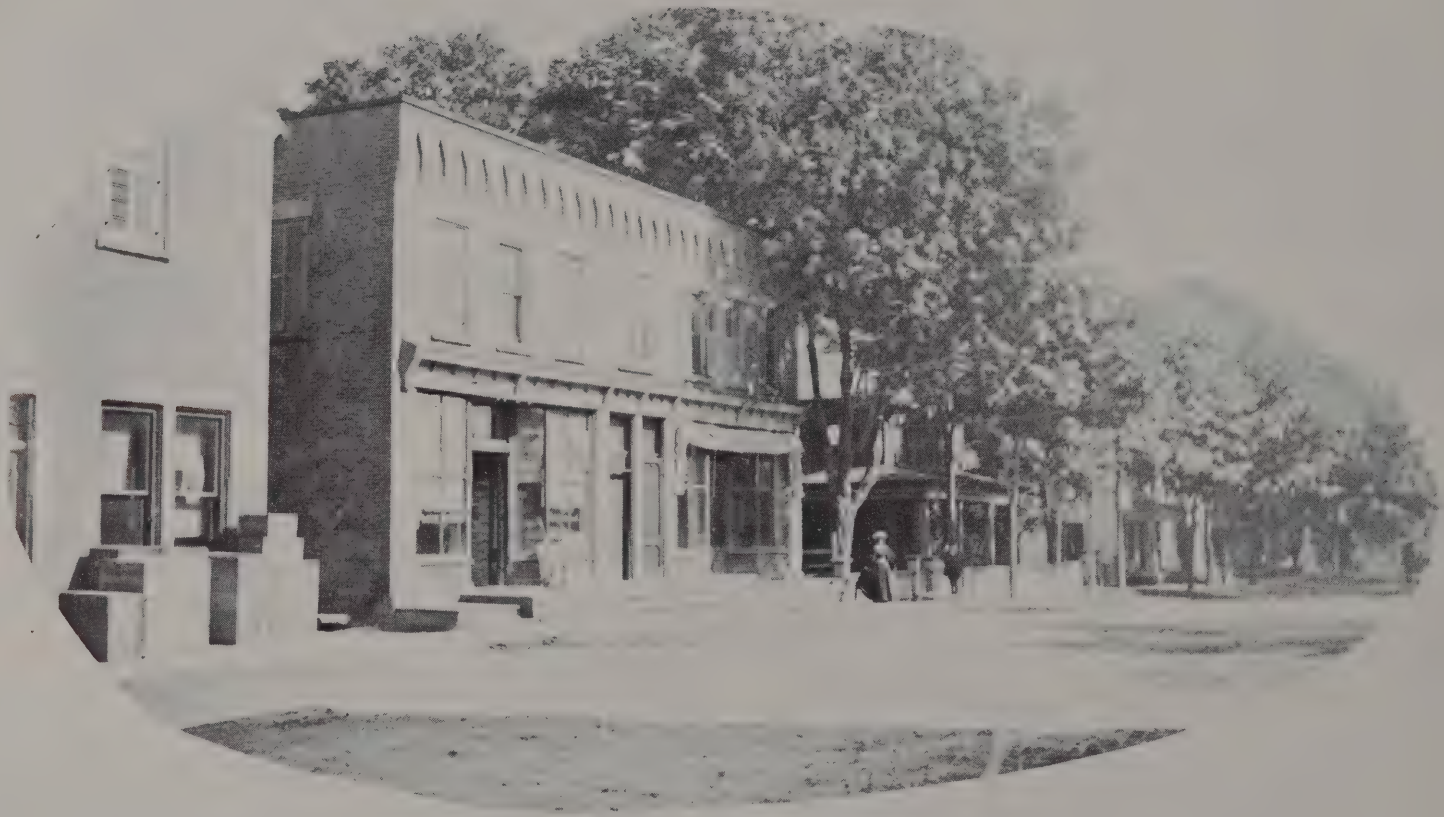
East side of Main, north of Phillips Street



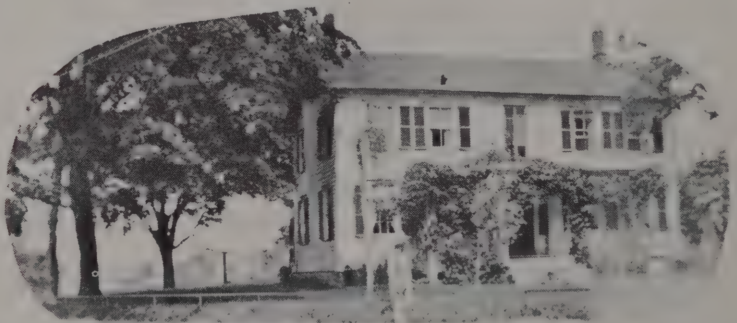
East side of Main, south of Phillips Street



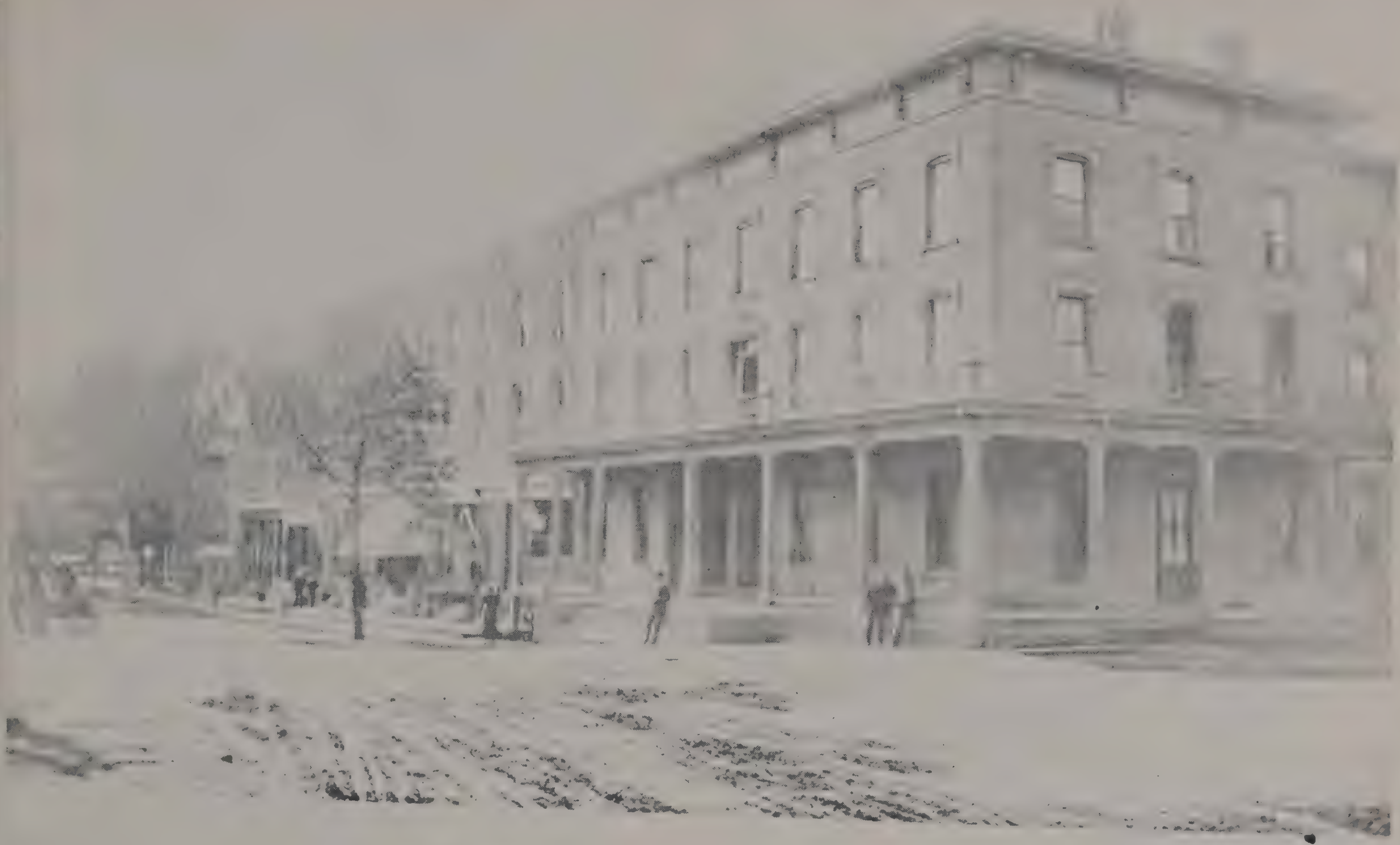
Main Street, 1909

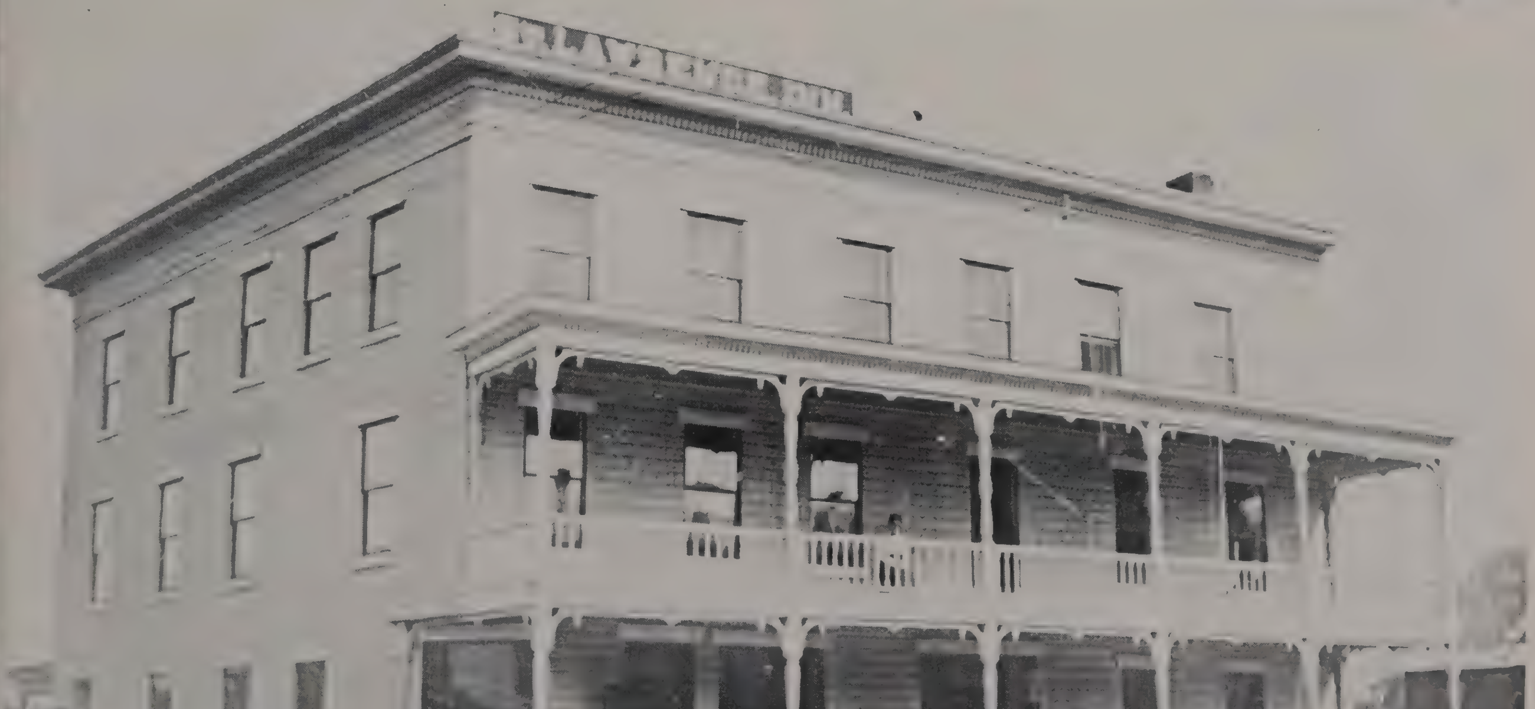


Phillips Street



Joseph Clark home





Not until 1936 was the Massena Post Office housed in its own building, although the service was established here in 1811. Thus, for 145 years, the postal business was carried on in rented quarters.

The first post office in Massena was probably no more than a cracker box where mail could be left. The first settlers didn't get much mail, or expect much. Perhaps, the mail was brought in by people who happened to be coming this way on horseback, or in wagons, on in boats on the rivers.

The Potsdam Post Office was established Apr. 21, 1807, and the Canton Post Office on Dec. 27, 1808. It may be that the mail came to those offices and then was brought on to Massena.

The post office in Civil War days was located in a small brick building on Phillips St. This building also housed the first bank in Massena. It was torn down several years ago.

The post office was moved to a number of different locations, usually as the postmaster changed. Finally, it was located where the Western Union Telegraph office now is, then in 1903 was moved to the town hall when that building was completed, then in 1917 to the Central Building which had been finished, and it remained there until the present structure on Main Street was completed in 1936.

Rural free delivery service was established out of the Massena office on Oct. 1, 1901, and Orick Hosmer, a Civil War veteran, was the first carrier. The first village delivery was started Sept. 14, 1916, and Bernard Fregoe and James E. Halliday carried all the mail to be delivered in the village at that time. The village carriers were required to deliver only on streets having continuous sidewalks and only on the side of the street that had the continuous sidewalk.

Before the days of rural free delivery, or village delivery for that matter, all patrons went to the post office to get the mail.

As roads were in bad shape during most of the year, the government established many post offices.

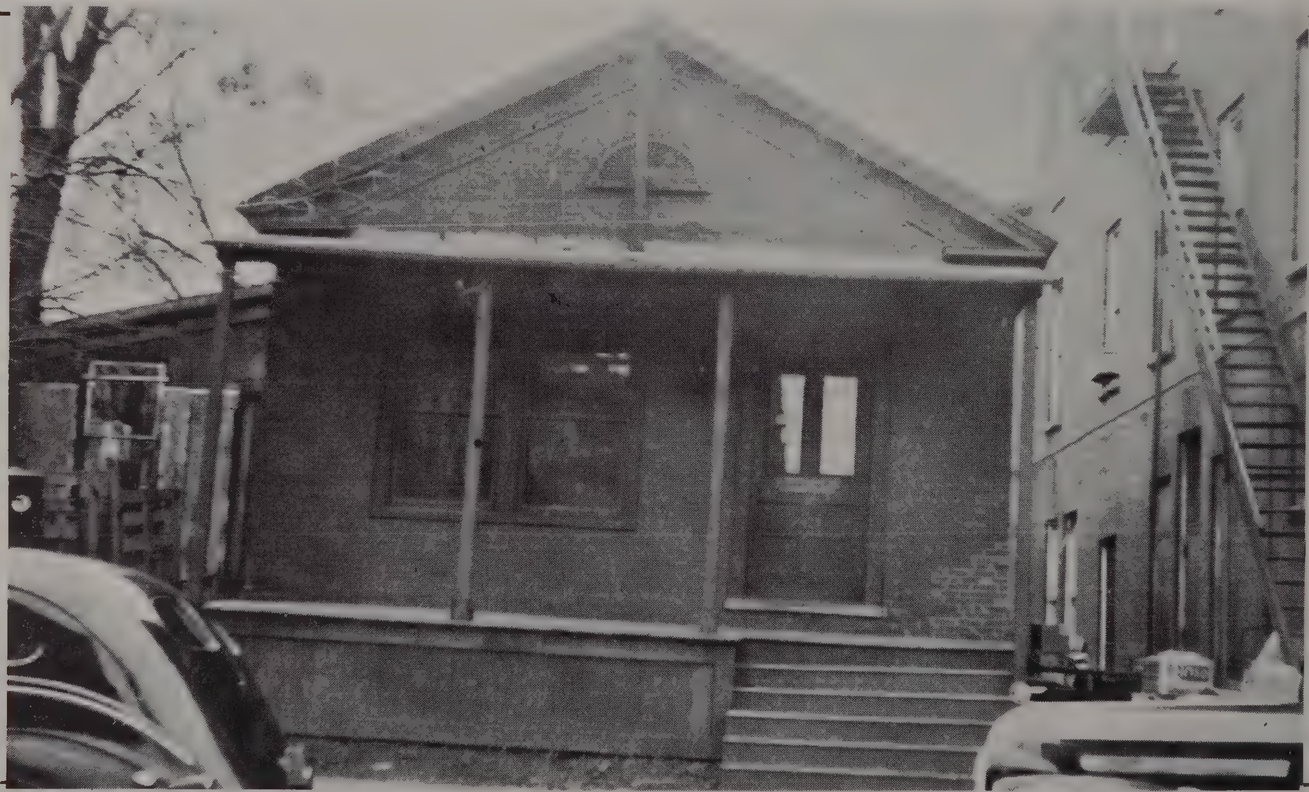
Massena Springs had its own post office from 1883 to July 1, 1928, and George H. Dutton was the first postmaster there.

Peter Vilas was named postmaster at Racket River, which was established Feb. 28, 1842. This office was discontinued in about 1910.

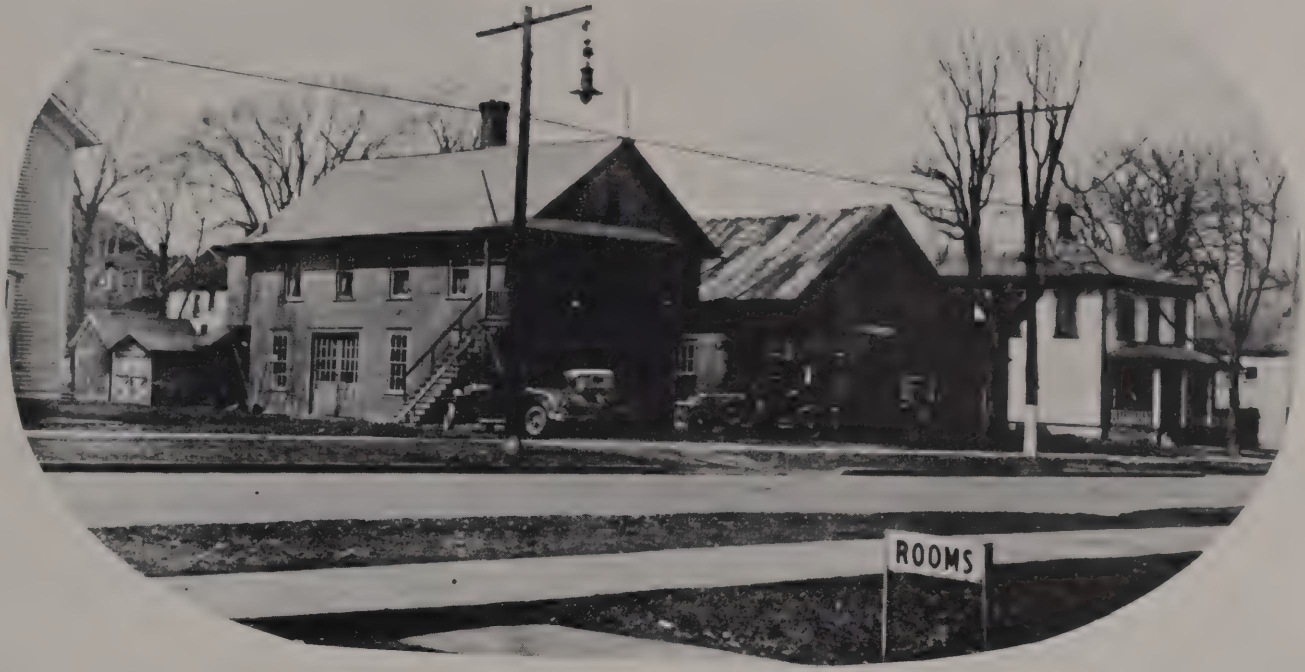
The Massena Center Post Office was established July 13, 1851, and continued until 1920. Augustus Wheeler was the first postmaster.

The Louisville Post Office was started in 1827 and continued until Nov. 15, 1929. Benjamin Willard was the first postmaster.

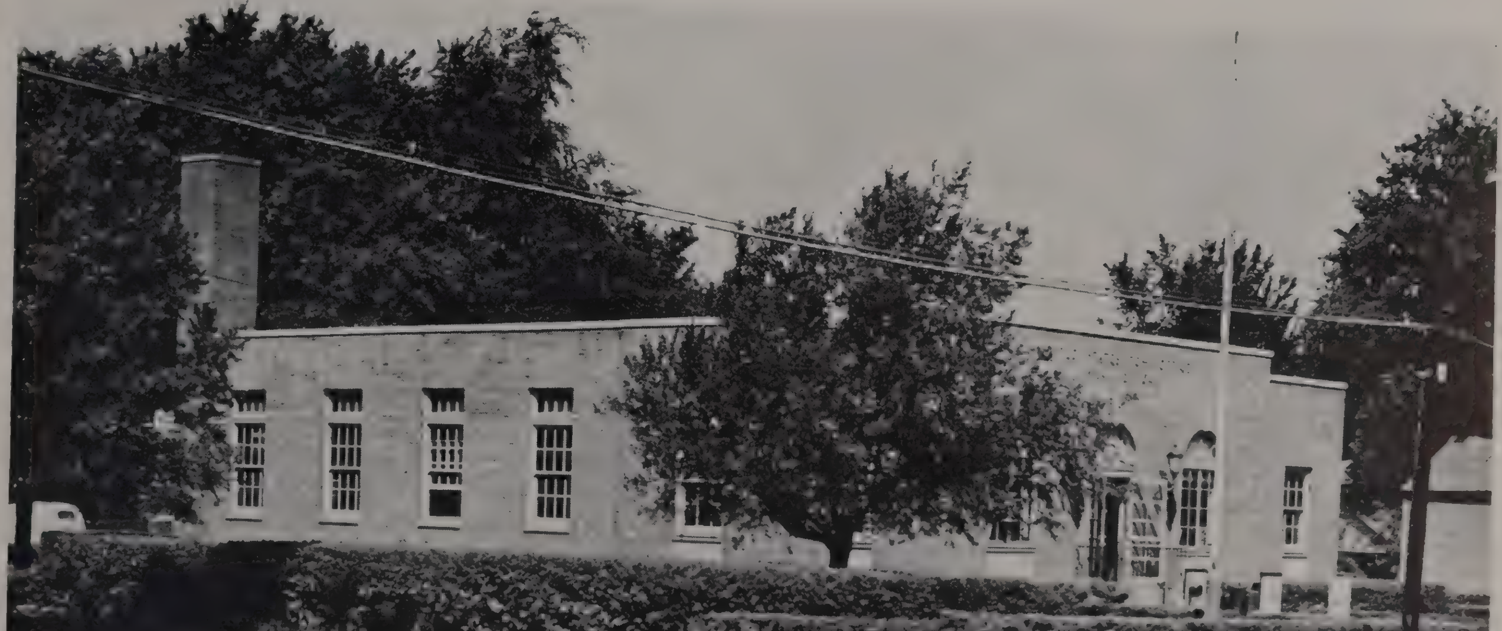
As roads improved, the rural free delivery routes were extended to cover the small hamlets which had previous been served by their own post offices.



This brick building, razed a few years ago served as a post office for some years. Massena's first bank also started in this historic structure which stood for years on south side of Phillips St.



Government purchased property for post office



Post Office building was erected in 1936

A. W. Dutton, who was postmaster when the village was incorporated in 1886, received $764.85 for his year's work.

Since 1857, Massena has had a town hall.

Before that time, the town meetings were held in private homes or churches. In 1802 and 1803, the meetings were at the home of Peter Tarbell, East Orvis Street, near Tamarack. The home of John Polley was used in 1804 and 1805.

In 1806 and 1807, the house of Bliss Hosington, near the Lower Grasse River Bridge, was the meeting place for the town board. In 1808, 1809 and 1810, the meetings were held at the house of John Bullard, Andrews Street near Allen. In 1811 and 1812, the meetings were called at the home of Widow Mather on Phillips Street, near the Crosby residence.

From 1813 to 1826, Seaton's Hall on Main Street, near Bailey's Store, was used. In 1827, the village church was the meeting place. This was on the site of the present Baptist Church. In 1828 and 1829, morning meetings were held in the village church and afternoon meetings were held in the Massena Center School. The Massena Center School was used exclusively in 1830, 1831 and 1832. The village church was used in 1833, the Massena Center School in 1834, the village church again in 1835, Massena Center School in 1836 and 1837, the church from 1838 to 1856.

The first town hall was erected in 1856 on the site of the present building, and for 47 years it served the township as a meeting place.

The four walls were of red brick, the roof extended over the entrance to form a Doric portico supported by four large square white columns.

The town board on Feb. 12, 1856, adopted a resolution to raise $800, or such part thereof as needed, in two installments, for the purpose of purchasing a site for, and building a town house suitable for the purpose.

On Mar. 15, 1856, the board voted to buy a lot 70x100 feet on the northeast corner of the Thomas Burney lot for $100. Mr. Burney was the contractor for the building, and the brick were made at his brickyard on Center Street, just back of the Riverside Inn. The timbers used in the construction were to be of clear pine.

Silas J. Farnsworth surveyed the lot on Mar. 31, 1857, for which he received $1.50.

The sum voted for the building was found to be inadequate, and the board voted to pay Mr. Burney the amount of the deficiency, $12.75, and later he was paid another $100. In 1859, the board voted to spend $80 for seats, these being the well remembered long yellow benches, which were placed so that there was a center aisle and an aisle on each side. Guy B. Andrews was the supervisor at the time the first town hall was built.

In 1903 and 1904, when John C. Crapser, later supreme court justice, was supervisor, the present town hall was built at a cost of $27,000. The arrangement for that building provided for offices in the front on the main floor, a town hall on the top floor. The opera house with a balcony was at the rear. The police station and jail cells were in the front part of the basement. The old opera house would seat 350 on the main floor and 200 in the balcony.

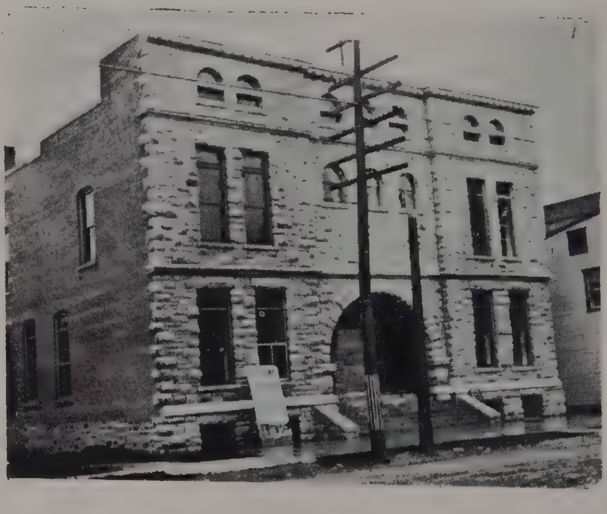
The post office was located in the north front part of the building until it was moved to the Central Building. The library has since occupied that location in the town hall.

But as the population increased, the old town hall needed to be re-arranged. The opera house was no longer adequate for public meetings.

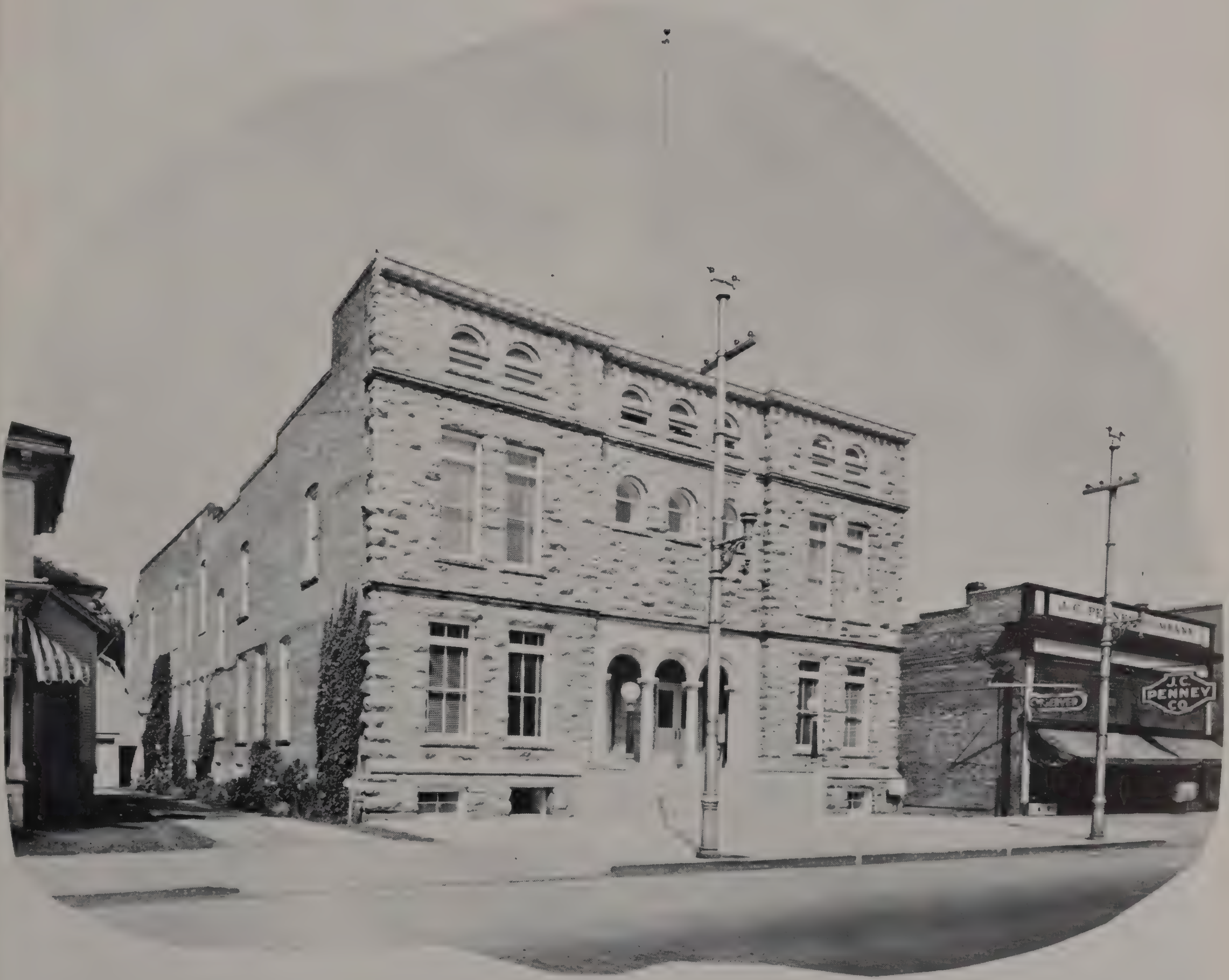
And so in 1938 and 1939, while Allan P. Sill was supervisor, with Public Works Administration aid, the entire building was remodeled. The interior was completely torn out, nothing remaining but the four walls and roof.

The cost of remodeling was approximately $190,000, of which the township paid 55 per cent and the federal government 45 per cent.

The present arrangement provides for offices in the basement and the main floor with a large auditorium on the top floor.



This picture of the town hall was taken around 1910. The Bell Telephone Company sign can be seen hanging from a second story window in what is now the Penney Store. Remodeled town hall and Penney Building are shown in the full page picture at right.


J. C. PENNEY CO.

Regularly scheduled airplane service was established in Massena June 4, 1946. On that day the Colonial Airlines Inc., began stopping in Massena on flights between Montreal and Washington and Ottawa and New York City.

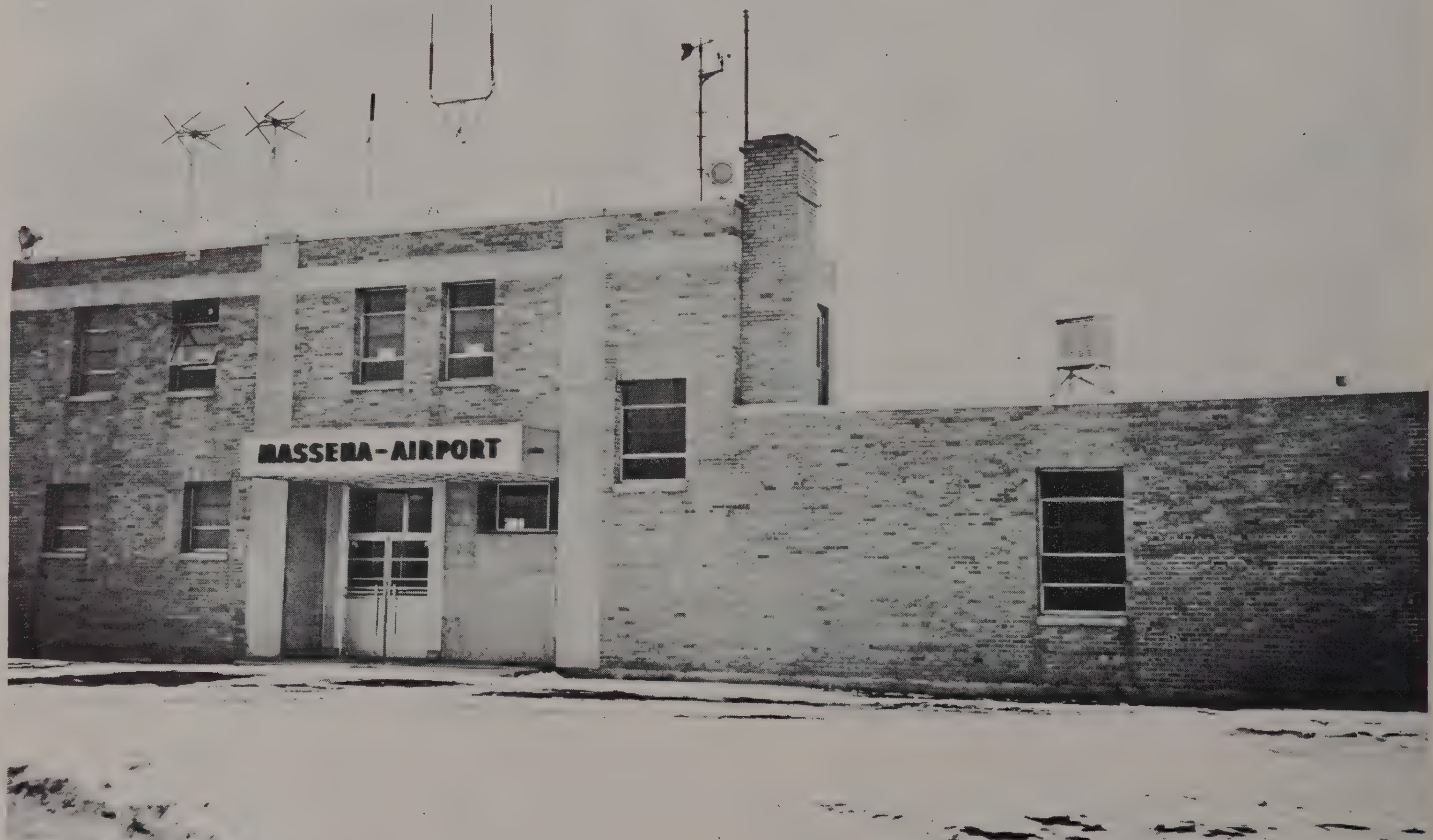
The inaugural flight, which started in Ottawa, landed at Richards Field 25 minutes later carrying Dr. Rollin A. Newton, town councilman and former mayor; O. T. McGuiggan, mayor; William S. Crapser, supervisor; John H. DeKlyn, works manager of the aluminum plant fabricating division; W. P. Dederick, chairman of traffic, aluminum plant, and chairman of the inaugural ceremonies; A. M. Hudson, vicepresident of Colonial Airlines; Clarence E. Kilburn, Malone, congressman; Aaron Horovitz, mayor of Cornwall; Stanley Lewis, mayor of Ottawa; C. I. Bacon, president of the Cornwall Board of Trade; James W. York, Ottawa attorney for Colonial Airlines; Thomas Little, Ottawa Journal photographer.

Miss Eleanor Richards, sister of the late Lt. Theodore M. Richards for whom the airport is named, cut the red silk ribbon to open the ceremonies. A. Clark Cook, president of the chamber of commerce, assisted. Abe Cohen, past president of the chamber of commerce, introduced the speakers.

The airport was started in 1938 with funds provided by the Works Project Administration and the town board. Land was secured on the East Hatfield Street Road, runways were laid out and the hangar was built.

From time to time the airport has been expanded, the runways hard surfaced and lengthened to 4,000 feet and widened to 150 feet.

The new administration building was built in 1951-52.



In November, 1936, the Chamber of Commerce decided to explore the possibilities of having a public hospital in Massena. Dr. Charles F. Prairie was named chairman of that committee. It was planned to raise money by popular subscription to build a hospital, or to buy a residence and remodel it. This plan failed.

On Mar. 20, 1942, Mrs. Gertrude Irwin Newton, a descendant of Shadrach Waterbury, gave a ten-acre plot on Maple Street which had been in the family since Sept. 19, 1804.

In 1942, the federal government made funds available under the Lanham Act, providing that funds were matched by local communities. Massena voters approved a bond issue up to $150,000 to pay the township's share, by 742 to 219. However, material and labor became restricted due to the increasing tempo of World War 2, and the bonds were never issued.

As Massena became more and more important in providing the aluminum for war planes and other war weapons, the U. S. Government decided to build a temporary structure. It was built during 1943 at a cost of $175,000, the township also putting in some money to make the structure somewhat better than the original plans called for. This hospital was opened Jan. 4, 1944.

Ground was broken with appropriate ceremonies on May 9, 1950, for the new Massena Memorial Hospital. Dr. Rollin A. Newton, supervisor, used a new aluminum shovel to turn the first sod.

This hospital project amounts to $1,195,527.75, of which the U. S. Government under the Hill-Burton Act will pay one-third, or $398,509, and the township will pay two-thirds, or $797,018.75.

The hospital will have 80 beds for adults, 11 beds for children and 28 bassinets.

The building has four stories and basement and is constructed of concrete, brick and hollow tile. It is fire-resistant throughout.

THE ST. LAWRENCE SEAWAY

Ocean vessels can come 1,000 miles up the St. Lawrence River to Montreal. There is also deep water navigation from Duluth to Ogdensburg, a distance of 1,250 miles. Between Montreal and Ogdensburg, about 120 miles, there are three groups of rapids, with a power potential of over 5 million horsepower, and navigation is limited to 14 feet in the present Canadian canal system.

The design of the St. Lawrence River Seaway and Power Project includes the necessary dams, locks, canals, channels and powerhouses in this stretch of the river to make possible the transit of ocean going ships directly into the Great Lakes and to develop 2,200,000 horsepower of electric capacity in the International Section of the river.

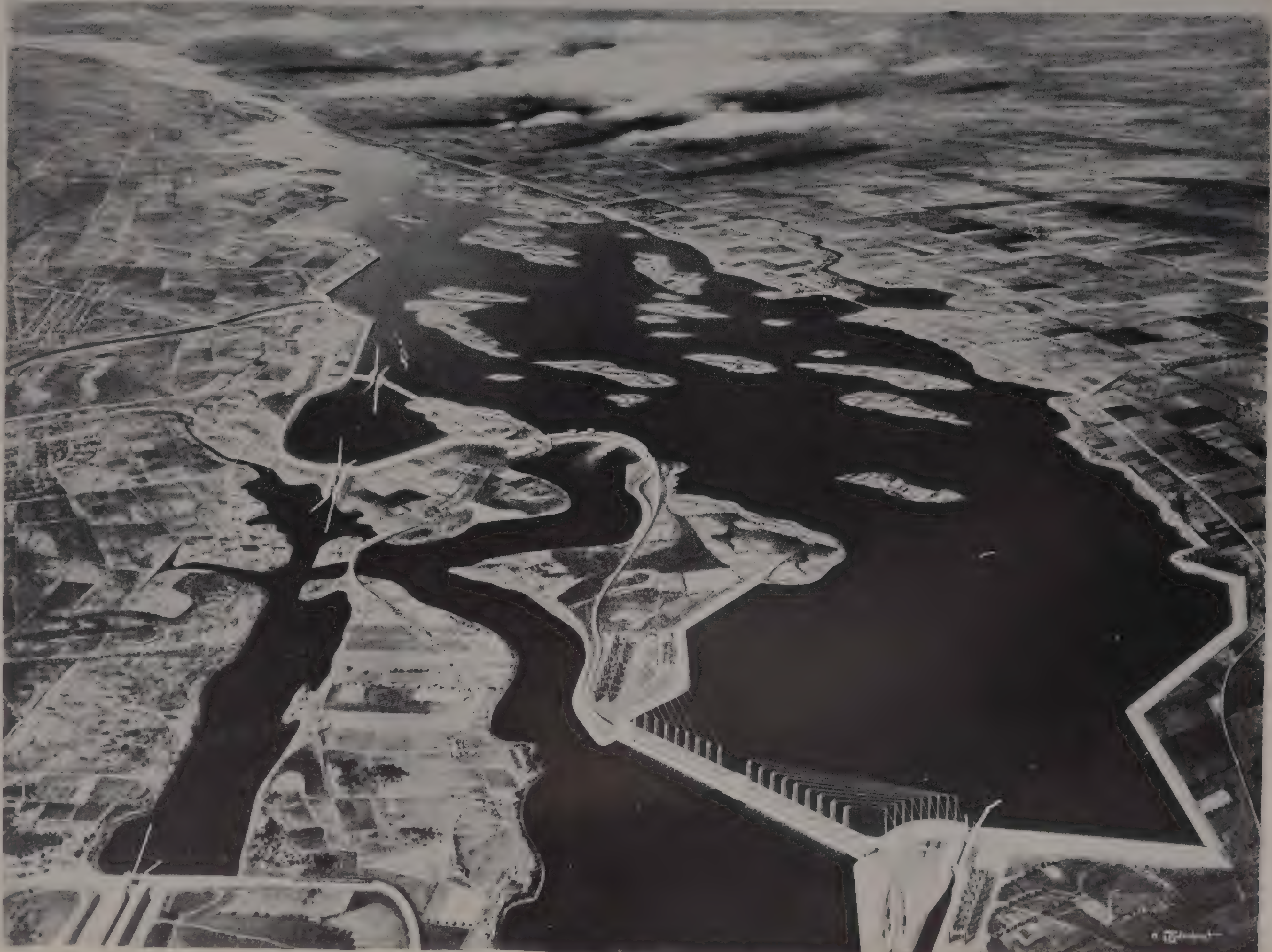
The locks will have 30 feet of water over the sills, and will be 80 feet in width with an effective length of 800 feet, the same as the Welland Canal between Lake Ontario and Lake Erie, and also the MacArthur lock at Sault Ste. Marie, between Lake Superior and Lake Huron.

The tentative channel depth is 27 feet and this could be increased in the future to a greater depth.

The distance from Lake Ontario to Ogdensburg is 62 miles. This reach of the river is practically all at Lake Ontario level; the total fall being only one foot.

From Ogdensburg to St. Regis, the distance is 54 miles. This is the International Rapids Section in which the St. Lawrence falls 92 feet. Navigation in this reach of the river was interrupted by four rapids but these are now overcome by four canals which permit navigation of vessels having no greater draft than 14 feet.

THE ST. LAWRENCE PROJECT ON THE NEW YORK-ONTARIO FRONTIER
AS IT WILL APPEAR COMPLETED



The distance from St. Regis to Montreal is 66 miles. This section consists of two lakes and two short stretches of river containing rapids. The upper lake is St. Francis, 32 miles long. Below this lake are the Soulanges Rapids between Lake St. Francis and Lake St. Louis. Below Lake St. Louis are the Lachine Rapids which empty into Montreal Harbor. Canals pass navigation around these points.

From Montreal to Father Point, 342 miles, the river has been improved at various places. A clear channel depth of 32 feet is maintained in this section, and this depth is being increased to 35 feet. Below Father Point, unrestricted widths and depths occur.

Full size lake vessels can navigate from all Great Lakes ports to Ogdensburg. These vessels usually have the following dimensions: Length, 600 ft; beam, 64 feet; draft when loaded, 22 feet.

Below Ogdensburg to Montreal, only small size steamers can navigate on account of the small sized locks and narrow channels around the many rapids in the river. These vessels usually have the following dimensions: Length, 250 feet; beam, 40 feet; draft when loaded, 14 feet.

A steamer ascending from Montreal to Ogdensburg, 120 miles, passes through 47 miles of canals with 22 locks, and 73 miles of open water.

The beginning of the International Rapids Section is at Chimney Point, just below Ogdensburg, and where the New York State Hospital is located.

On the Canadian side of the river, opposite Chimney Point, at Spencer Island, is the upstream end of the 14 foot Canadian Canal which extends downstream around Galop Rapids, and Galop Island through which would be cut a navigation channel as part of the seaway. This channel would be about 1,400 feet wide to reduce the maximum water velocity.

Below Galop Island on the Canadian side, is Cardinal, with a population of 1,500. The water level would be raised about five feet but very little damage would be caused to Cardinal.

Next downstream on the Canadian side is Iroquois. Here would be constructed a control dam about 2,800 feet long to regulate the levels of Lake Ontario, control the quantity of water flowing downstream, and to assist in forming an ice cover above the dam. This dam would raise the water about 12 feet above the normal level. The major portion of Iroquois would be inundated.

The Point Rockaway Ship Canal would pass navigation around this dam. It would be a part of the seaway and would be entirely within New York State, with a width of 442 feet.

Two miles below Iroquois, the entire St. Lawrence runs in one channel which is now about 1,200 feet wide. This channel would be widened.

Much of Ogden Island would be inundated but Waddington would only be slightly affected. Some highway and a short section of railroad would have to be relocated.

Much of Morrisburg, Ont., with a population of about 1,500, would be below the pool level of the proposed development.

Below Morrisburg, on the Canadian side, a considerable area of land would be flooded and about 30 or 35 miles of highway and railroad would have to be relocated.

Opposite Croil Island, on the New York shore, is the beginning of the lower section of the proposed seaway canal. The canal and locks are the principal parts of the works

for the seaway. They would be located entirely within the United States and would be called the Long Sault Canal, about ten miles long. This canal would carry the traffic around the barrier formed by Barnhart Island Powerhouse and the Long Sault Dam.

The locks would be 80 feet wide, 800 feet long and would have 30 feet of water over the sills, the same as the Welland Canal locks.

At the head of Sheek Island are the Long Sault Rapids and the site for the Long Sault Dam about 3,000 feet long, connecting the head of Barnhart Island and the south shore, on the New York State side, creating a head of 85 feet

Here, now flowing to waste every year, is the equivalent of 20 million barrels of oil, equal to 12 billion kilowatt hours of electric energy, one-half of which belongs to the United States side of the international boundary.

At the foot of Barnhart Island and across the international boundary would be the American and Canadian Powerhouse, extending from Barnhart Island to the Canadian shore.

The powerhouse would be 3,585 feet long, or about seven-tenths of a mile, and 146 feet wide. One half the powerhouse would be on the American side, the other half on the Canadian side. Eighteen generating units would be in each half to provide for 1,100,000 horsepower, or a total of 2,200,000 from the entire building.

It is planned to maintain navigation during construction by means of the 14-foot Canadian canal.

Downstream from the powerhouse, no other important structures would be required in the International Section.

Some channel excavation and the relocation of the railroad and highway bridge, known as the Roosevelt Bridge, from the New York shore to Cornwall Island would have to be made.

Below Cornwall, and in the Canadian section, is the Beauharnois development between Lake St. Francis and Lake St. Louis, with a head of 83 feet and a total potential capacity of 2 million horsepower.

The original developed capacity had 700,000 horsepower, but this now has been doubled. The power canal has a channel width of 3,300 feet. Part of this canal is now 27 feet deep and with the ultimate developed capacity, the entire canal will have 27 feet of depth.

* * * * * *

The need for the navigation facilities in the International Section has been pressed since 1895, when the agricultural and industrial interests of the Great Lakes area and the Mid-West met in Cleveland to secure more adequate and economical means of transportation.

The need for the power facilities have been felt since the turn of the century when the Massena Power Canal was constructed. This canal diverts about 25,000 cubic feet per second from the St. Lawrence River to the Grasse River, with 43 feet of effective head.

In 1920, as a result of a report by Colonel Hugh Cooper, certain private interests proposed to develop the entire St. Lawrence River power and navigation facilities, donating the navigation facilities to the two countries, providing they, the private interests, could have the power.

However, at that particular time a movement was on foot for the government to develop the natural resources.

By 1931, the New York State Power Authority was created to protect and develop the interests of the state in the International Section of the St. Lawrence Rivre. This was instigated by the Northern Federation of Chambers of Commerce, an organization which had been formed at a meeting in Massena.

This development will produce the cheapest power on the North American continent. Had it been developed when the State of New York first attempted to do so, the material benefits would have been much greater, due to the subsequent increase in costs.

The capacity of this power is equivalent to three 100-car trains of coal per day, yet the development of this power will induce a demand for more coal. Great power areas have always demanded the use of more coal.

Cost estimates are not generally exceeded. When such estimates are exceeded, it is usually because it is advantageous to do additional work.

The actual cost of the Panama Canal was many million dollars less than the U. S. Corps of Engineers' estimated cost.

The only needed cost for harbor improvements in the Great Lakes would be by reason of the necessity to provide for additional ship capacity in some harbors, and such improvements would have to be justified by such a real demand. In other words, such harbor costs would be on the same basis as are any harbor improvement costs of today, that is because of local justification, and would not be charged to the cost of the St. Lawrence development.

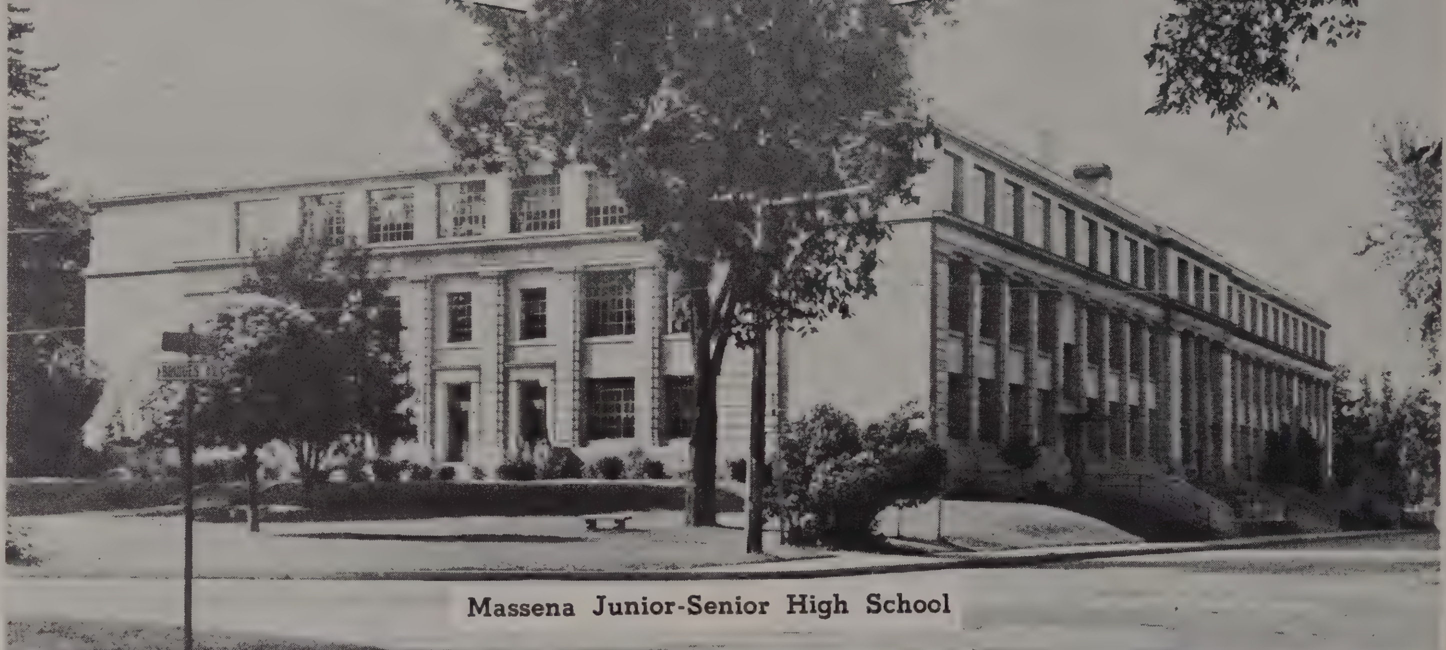
Tolls charged for navigation would liquidate the cost of such navigation improvements and the power generated would liquidate the cost of the power development.

As this booklet goes to press, Canada has taken steps to proceed alone with the St. Lawrence development.

Washington School

Pine Grove School

Lincoln School



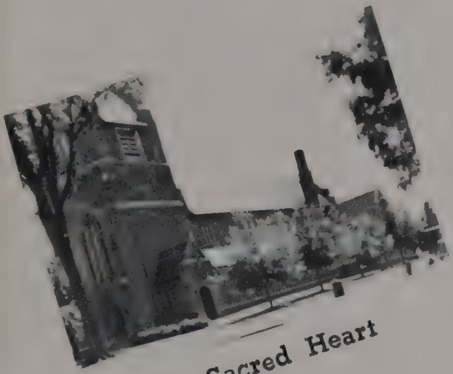
Massena Junior-Senior High School

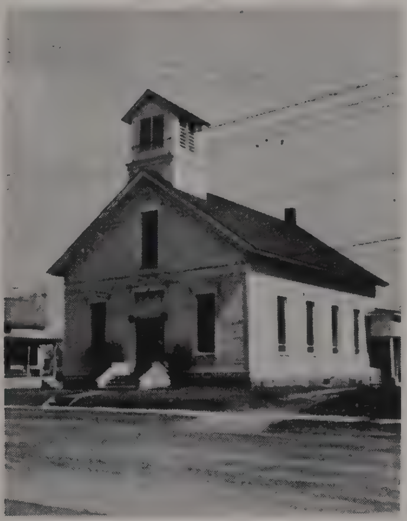
St. Mary's School

Harrowgate School

Sacred Heart School

THE CHURCHES OF MASSENA


Sacred Heart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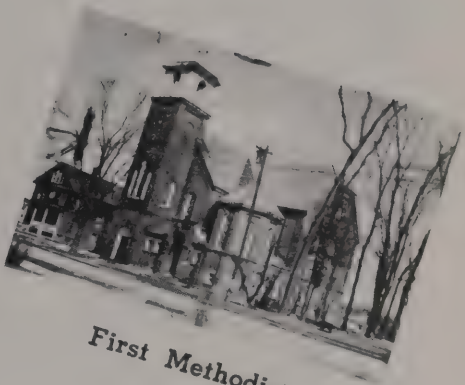
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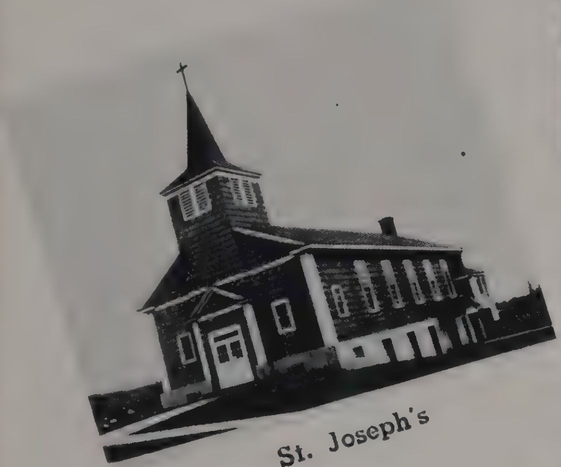
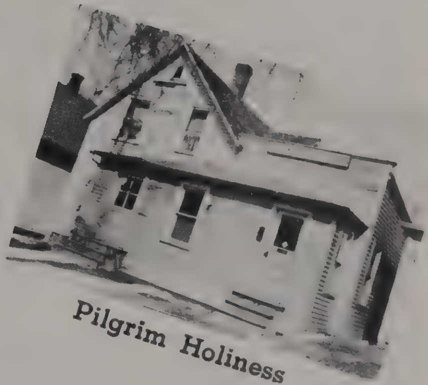
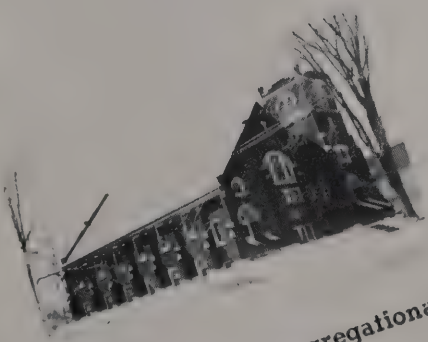
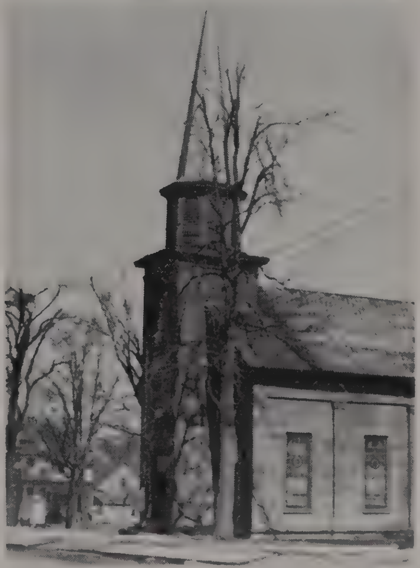
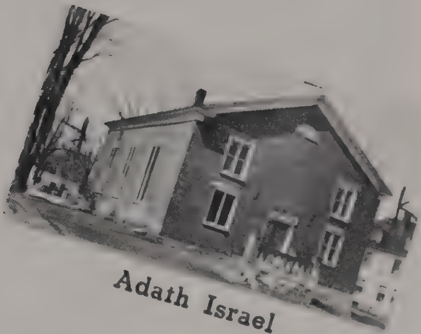

St. Joseph's


Pilgrim Holiness


Emmanuel Congregational


First Baptist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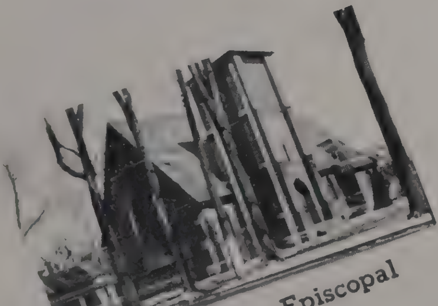
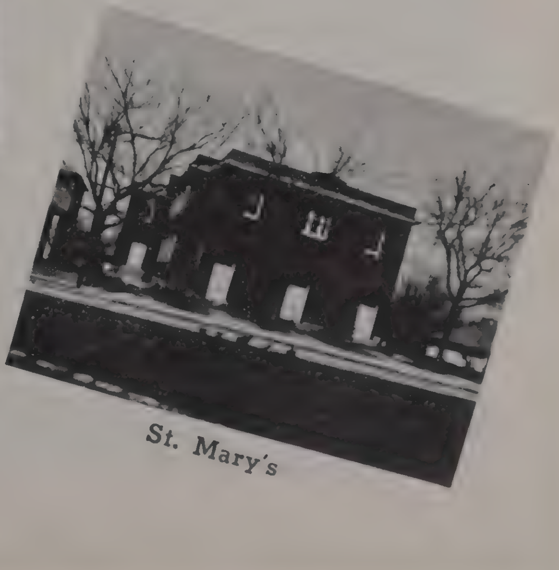

St. John's Episcopal


St. Mary's

Many of the first settlers in Massena fought in the Revolutionary War before they migrated to this area. Hough's History lists a number of Revolutionary Pensioners living in this county as late as 1840.

Massena and St. Lawrence County furnished many troops for the War of 1812, the Patriot War of 1837-40, the Civil War in 1861-65. Few men from this area served in the Spanish-American War, however.

But in World Wars 1 and 2, Massena furnished her full quota of men.

Ten Massena men died while in the uniform of their country in the first world war. Earl J. Santimaw gave his life on the battlefield of France. The remaining nine from Massena died in overseas camps or hospitals, or while in training on this side. They were Wilbur A. Cline, Clarence Carbino, Arthur Durant, Guiseppe Ferraro, Thomas J. Harmer, Michael H. Malone, Percy Martin, James Mullen, Herbert J. Strong.

During 1939, 1940 and 1941, as America was building up her strength, a large number of Massena men entered the service of their country.

The Japanese sneak attack on Pearl Harbor came on Dec. 7, 1941, and the next day, this nation was actually at war.

Theodore M. Richards, native of Massena, had been commissioned as a lieutenant in the U. S. Army Air Corps. He was the first man from Massena to give his life in World War 2. Four enlisted men, Lieutenant Richards and another officer lost their lives when a plane loaded with live bombs crashed and exploded at Muroc Dry Lake, Calif.

And before the war ended, over 50 men from Massena made the supreme sacrifice.

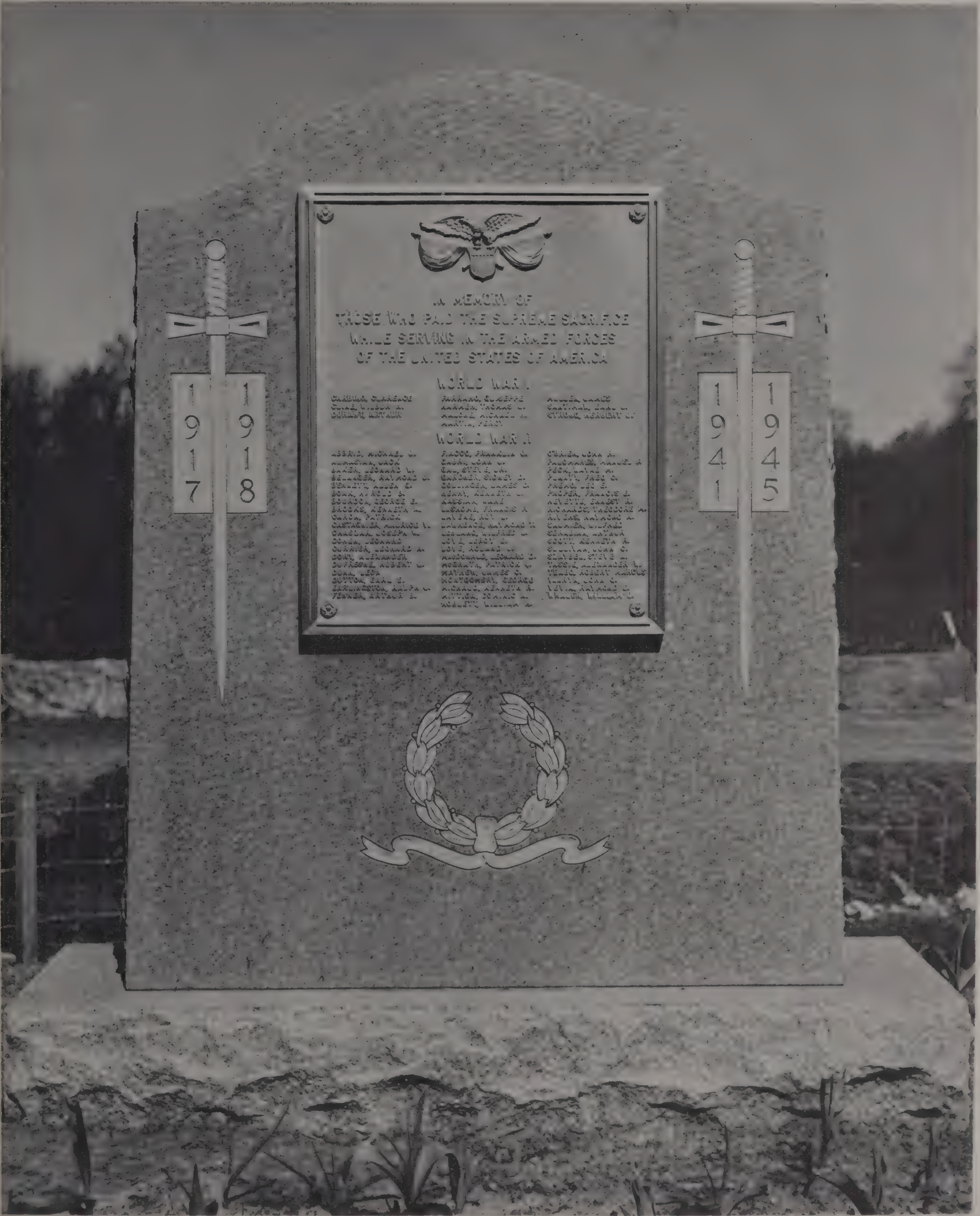
Listed with the 11 men of World War 1 dead on the monument in Memorial Park are the following dead of World War 2:

Michael J. Abbrid, Jack Almasian, Leonard W. Baker, Raymond J. Bellanger, Allen G. Bennett, Harold B. Boak, George E. Bourdon, Kenneth A. Brooks, Patrick Caron, Maurice V. Castagnier, Joseph W. Chaszar, Leonard Cohen, Leonard A. Currier, Alexander Dory, Hubert J. Dufresne, Leon Dunn, Earl E. Dutton, Ralph J. Earlingston, Arthur B. Fenner, Franklin J. Fiacco.

John J. Gabri, Steve Gal Jr., Sidney D. Gardner, James C. Gollinger, Mersed Gurrola, Kenneth J. Henry, Wahe Kassian, Francis F. LaShomb, Roy L. Lavene, Raymond T. Lawrence, Wilfred J. LeBlanc, LeRoy E. Love, Roland J. Love, Leonard D. MacDonald, Patrick J. McGrath, James C. Mayhew, George Montgomery, Kenneth R. Michaud, Dominic A. Mittiga, William H. Noblett.

John R. O'Brien, Manuel F. Palomares, Wayne M. Peck, Fred C. Planty, Leo E. Premo, Francis E. Proper, Ernest R. Revette, Theodore M. Richards, Raymond K. Rivers, Wilfred Saumier, Arthur Serabian, Kenneth R. Scott, John C. Sullivan, Steve A. Szaybel, Alexander W. Tassie, Robert Marcus Teabo, John G. VanRyn, Raymond E. Vevia, William J. Whalen.

Among those who have given their lives since the Korean War broke out in June, 1950, were Robert Noreau, Matthew J. Golda, Floyd Montgomery, Calvin A. Daggett, Alfred Ashley, Donald Comins, Paul A. Young, Thomas Hotte.


IN MEMORY OF
THOSE WHO PAID THE SUPREME SACRIFICE
WHILE SERVING IN THE ARMED FORCES
OF THE UNITED STATES OF AMERICA
WORLD WAR I
WORLD WAR II
1917
1918
1941
1945

STATISTICS

SUPERVISORS

Matthew Perkins	1802
John Polley, Sr.	1804
Elisha W. Barber	1805
John Willson, Jr.	1807
Thomas Stedman	1810
Calvin Hubbard	1812
Willard Seaton	1813
John E. Perkins	1818
John Stone, Jr.	1820
John E. Perkins	1821
John B. Andrews	1822
Chester Gurney	1825
Lemuel Haskell	1827
Ira Goodridge	1829
John B. Andrews	1831
Lemuel Haskell	1832
Ira Goodridge	1834
John B. Judd	1838
Benjamin Phillips	1840
John B. Andrews	1842
Erasmus D. Ransom	1845
Allen B. Phillips	1846
Erasmus D. Ransom	1847
Allen B. Phillips	1848
Willson Bridges	1850
John B. Andrews	1851
Guy B. Andrews	1855
Luke Carton	1861
Guy B. Andrews	1863
Henry S. Ransom	1865
Joseph E. Clary	1867
Henry B. White	1869
John O. Bridges	1873
Henry B. White	1876
Daniel Tracy	1880
Michael H. Flaherty	1882
Fred P. Kirkbride	1888
Michael H. Flaherty	1889
Fred P. Kirkbride	1890
Michael H. Flaherty	1891
Samuel S. Danforth	1900
John C. Crapser	1903
Edwin W. Kinney	1904
Barney S. O'Neil	1909
Andrew J. Hanmer	1915
Allan P. Sill	1936
William S. Crapser	1942
John W. Whalen	1948
Rollin A. Newton	1950
F. L. Hosmer	1952

COMMUNICATIONS

The Massena Observer was established Dec. 2, 1891, the first regular newspaper to be published in Massena.

The Brockway Company, Watertown, established WMSA Radio Station in Massena Oct. 12, 1945.

VILLAGE CENSUS

1886	1,006
1890	1,049
1900	2,032
1910	2,951
1920	5,993
1930	10,637
1940	11,328
1950	13,126

FIRE CHIEFS

F. E. Bailey	1900
G. W. Ball	1901
A. J. Nelson	1902
W. H. Hodge	1903
H. J. Potter	1904
F. J. Stubbs	1905
W. L. Smith	1906
David Reid	1907
Nelson A. Phelix	1908
W. M. Hutchins	1919
F. P. Hodge	1920
J. R. Weaver	1921
E. A. Jones	1922
N. A. Reid	1923
R. W. Countryman	1924
E. Peter Doyle	1926
J. R. Weaver	1927
Louis Demers	1931
Wilfred Fyckes	1932
Frank H. Morrell	1934
Eli Kirkey	1936
Hugh H. Wing	1937
Clifford Weegar	1938
G. A. Robinson	1940
H. D. Sharlow	1942
James Bourdon	1944
Harry E. Smith	1946
George E. Molnar	1948
Donald Cline	1950
Charles Smith	1951

SOME MAJOR FIRES

Marston Hotel	1853
Eagle Hotel	1864
United States Hotel	1871
Bentley Hotel	1889
Hyde Creamery	1896
White's Hotel Barns	1917
Taylor Grist Mill	1920
St. James Hotel	Feb. 10, 1921
St. Lawrence Inn	Feb. 20, 1922
C-M Building	May 22, 1925
High School, Main St.	Nov. 11, 1926
Hatfield House	Dec. 5, 1932
White's Hotel	Dec. 4, 1933
Central Building	Apr. 24, 1940
Masonic Block	Dec. 10, 1947

POSTMASTERS

Calvin Hubbard	Sept. 19, 1811
John Stone, Jr.	Sept. 11, 1816
John B. Andrews	May 2, 1836
A. H. Andrews	Aug. 26, 1841
Wyman M. Fuller	July 19, 1845
Silas Joy	July 17, 1849
Marvin C. Barnes	June 15, 1853
John O. Bridges	June 14, 1854
Jewett N. Russell	May 2, 1861
Henry S. Ransom	May 30, 1861
John O. Bridges	Oct. 20, 1866
Ethan F. Taylor	Mar. 29, 1869
Orrel McFadden	Jan. 13, 1876
Geo. H. McArtney	Jan. 12, 1880
John Patterson	Mar. 22, 1882
Alfred W. Dutton	Dec. 3, 1885
John S. McFadden	Apr. 22, 1889
James B. Kirkbride	Aug. 21, 1893
Melvin J. Stearns	Aug. 27, 1897
Justin B. Andrews	Aug. 2, 1909
Jesse F. Lantry	Mar. 11, 1914
Justin B. Andrews	Feb. 14, 1920
Earl G. Fisher	Apr. 2, 1924
Thomas J. Fay	Apr. 8, 1936

MAYORS

John O. Bridges	1886
J. L. Hyde	1887
William H. Paddock	1888
Henry H. Warren	1893
David Patterson	1904
D. W. C. Erwin	1906
James K. Phillips	1908
D. W. C. Erwin	1910
Elon A. Horton	1913
Ernest C. Hubbard	1917
Frank D. Delaware	1919
Walter L. Pratt	1920
W. Gilbert Hawes	1922
Thomas S. Bushnell	1931
Rollin A. Newton	1935
O. T. McGuiggan	1945
Rollin A. Newton	1947
Jerry P. Reagan	1949
Stowell P. Fournia	1951

POLICE CHIEFS

Edward Stubbs, constable	1894
Israel Dodge, Lucius Fowler	1895
Henry King	1897
B. J. Demo	1906
Thomas A. Love	1918
B. J. Demo	1920
Marshall Roberts	1927
Cecil Tambling	1927
Floyd C. Sanjule	1928
Darwin D. Shatraw	1937
Thomas O'Neil	1942

ACKNOWLEDGEMENTS

Information contained in this booklet has come from many different books, manuscripts, newspaper articles:

A History of St. Lawrence and Franklin Counties, New York, by Franklin B. Hough, A.M., M.D., corresponding member of the New York Historical Society, published 1853.

History of St. Lawrence County, New York, 1749-1878, published by L. H. Evarts and Company, 1878, by L. H. Evarts and J. M. Holcomb.

Our County and Its People: A Memorial Record of St. Lawrence County, New York, edited by Gates Curtis, 1894.

History of New York State, 1523-1927, Dr. James Sullivan, editor-in-chief, published by Lewis Historical Publishing Company Inc., New York.

History of the North Country, by Harry F. Landon, Watertown, published in 1932 by Historical Publishing Company, Indianapolis, Ind.

From Mission Post to Modern City, published by Ogdensburg Bi-Centennial Corp., 1948.

Various manuscripts and newspaper articles written by Robert T. Danforth, Massena; C. B. Olds, Waddington; Mrs. Mary Snaith Allen, Massena; Mrs. Ella Lahey, Massena town historian; Edward D. Lewis, St. Lawrence County Highway Department; Orin Wheeler, Massena; the Rev. Norman B. Godfrey, former rector of St. John's Episcopal Church; William T. Field, Watertown, consulting engineering, a representative of the New York State Power Authority when seaway plans were being prepared.

Much material was secured from the files of the Massena Observer and from the files of the Massena Express.

Many pictures used in this booklet have been taken from the Observer library or loaned by Mrs. Harriet Rutherford, Walter D. Clark, Mrs. Harry J. Wilkes, Mrs. Ella Lahey, Joseph Podgurski, Arthur J. Westcott, Robert T. Danforth, Anthony Romeo, Aluminum Company library, Harold H. Scott, Mark Simeon, Fisher Ames, and by many others.

Other invaluable assistance has been rendered the committee in compiling the historical information by Thomas T. Sullivan, Henry Atwater, Miss Louise Nightingale, the Misses Catherine, Anna and Nellie Finnegan, the Misses Alice and Agnes Phillips, Mrs. Howard Lacy, Miss Margaret Dutton, Anthony Romeo, Mrs. Ray B. Comins, Harland Horton, Orin A. Wheeler, Mrs. Thomas S. Bushnell, Walter S. Wilson, G. W. Ball, Fred Parker, Thomas Culhane, Fred Bridges, Judge John C. Crapser, David O. Donaghue, Leslie C. Sutton, Coleman R. Cummings, Mrs. Louise Hyde Mason, Mr. and Mrs. Charles Cryderman, E. B. Crosby, Arthur L. Tracy, Robert G. Nelson, and many others. Art work, Nick Podgurski.

The Sesquicentennial Committee,

LEONARD H. PRINCE, Booklet Editor

AUTOGRAPHS

Watertown Times 12-6-83

Town Historians Called Upon To Fill Gaps in Family Trees

By Mark Goldstein
Times Staff Writer

MASSENA — Like many residents in north country towns, Eleanor Dumas knows about people.

She knows their births and baptisms, their deaths and dowries.

And while she chats about the living, she also chronicles the dead.

Mrs. Dumas is town historian, and her ability to recall musty marriages and forgotten farms keeps her busy answering mail.

Each week the Massena Museum receives letters from odd corners of the country, from Taos, New Mexico, to Saginaw, Michigan.

Yet whether among palm trees or pine trees now, the writers all are limbs of Massena trees searching for their roots.

"In the past couple years, there has been a tremendous increase in people wanting to know about their past. They are all people trying to put pieces of the puzzle together," Mrs. Dumas said.

Often, the writers are searching for missing links, for grandfathers who vanished, or great-grandfathers whose European origins are unknown.

Almost half the letters contain partial family trees, with a request that Mrs. Dumas complete the empty lines.

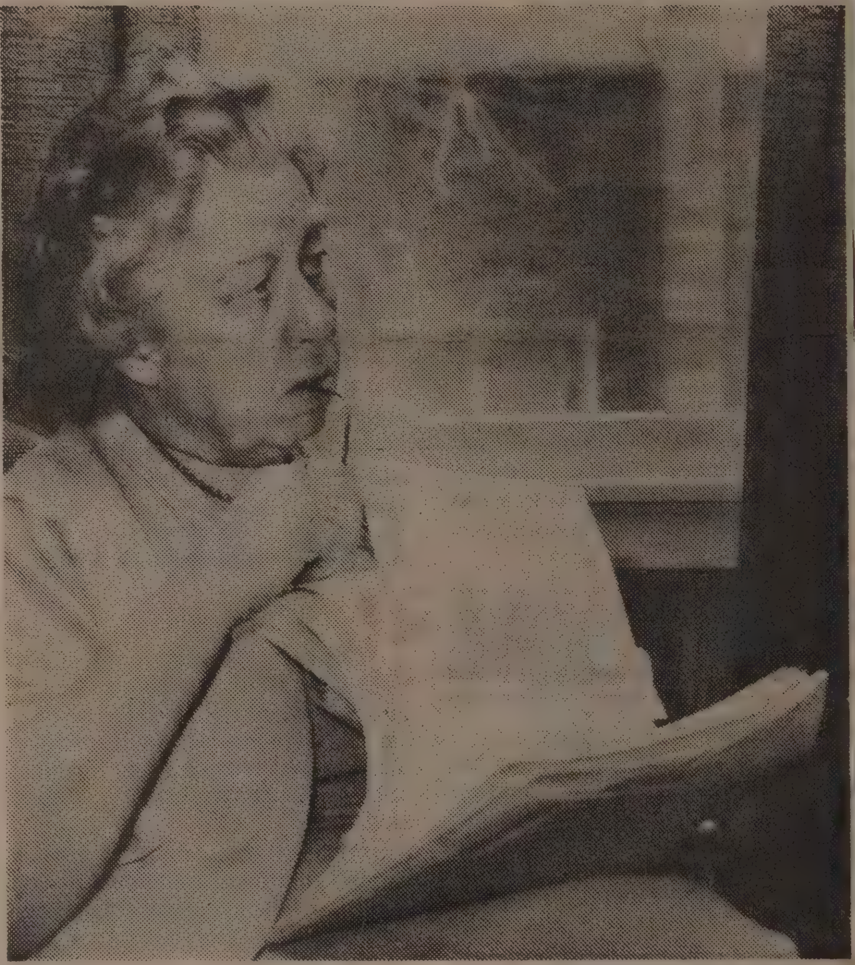
"I think people are trying to know the past more, in part, because the future is so uncertain. Sometimes it's pride and sometimes it's just curiosity," she said.

For a small request, it takes the town historian several hours to research a local family from files overflowing with withered newspapers and yellowed photographs.

For more detailed requests, the work can take weeks.

"I recently sent a man in Montana a package of 14 pages detailing his family's history," she said.

The letters often are useful research tools themselves.



—Times Staff Photo by Melon Grover

Massena Town Historian Eleanor Dumas goes through her mail from families interested in tracing their roots in the north country.

Some contain parts of a lineage for which the museum has no record, and others create living links for the historian to use in her own research.

"I get just as much from the people who write as they do. There is sometimes so much information on the letters they send, that I add them right to a family's file," she said.

Not all the writers are hunting heritage, however; some are simply searching for a recent past.

Death certificates are common requests, and so, too, are cemetaries.

"When they flooded the river banks to put in the power project, they moved some cemeteries. People come back north and they can't find their relatives' graves," she said.

Some write to update their own family files when a birth or death occurs, or to tell of another misplaced Massenan.

"Some just write to thank us, too, which is nice. It takes a lot of work to keep the past in the present," Mrs. Dumas said.

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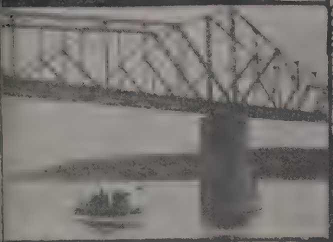

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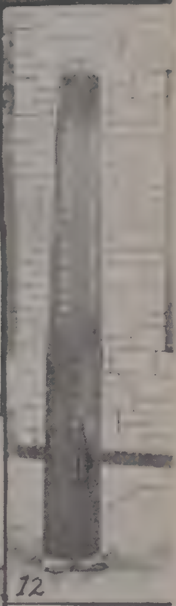

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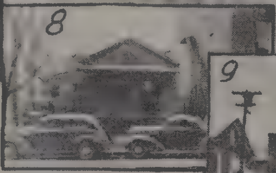

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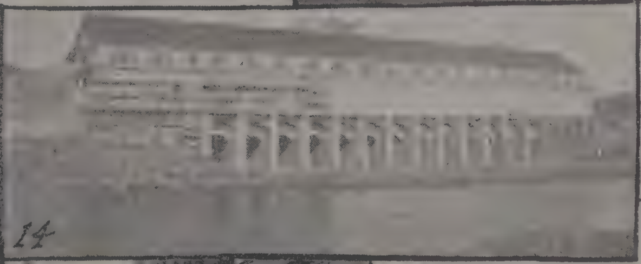

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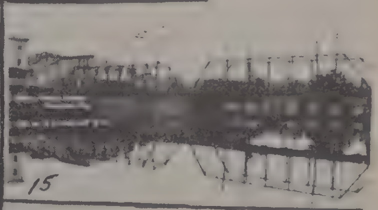

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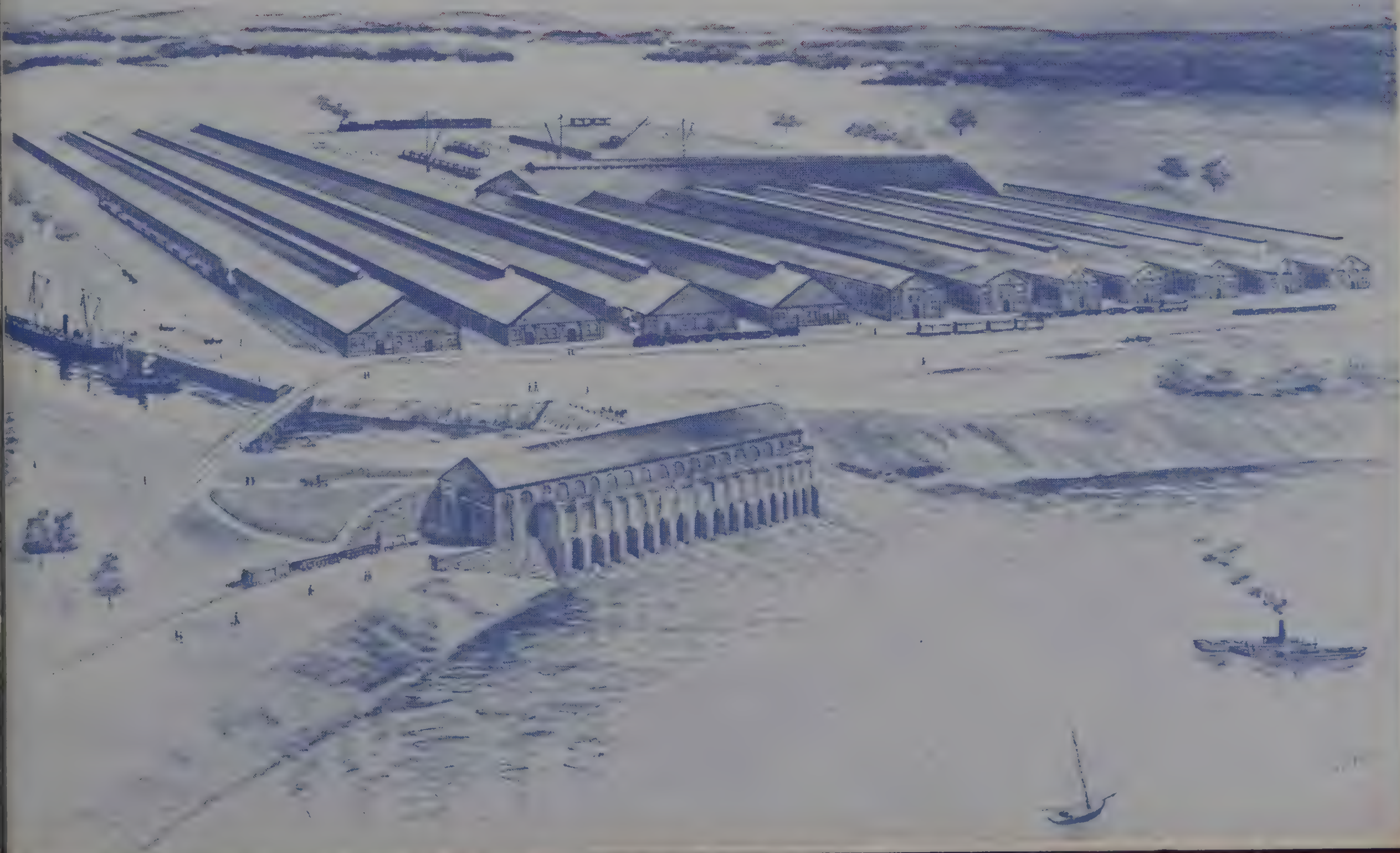
19

BREAKING GROUND for POWER CANAL

1, Uscan Inn, Massena International Park. 2, Joseph Clark home was moved to Allen St. when original Central Building was constructed in 1916-17. 3, Universalist Church, W. Orvis and Andrews, site now occupied by gasoline station. 4, old iron bridge at Springs. 5, view of Main St. 6, Sirius which capsized Aug. 1, 1911, shown in south channel of St. Lawrence under railroad bridge. 7, Old Diamond Creamery building. 8, small building Phillips St. was used as a land office in early day, later as bank building, also post office. 9, early view of Main St. 10, covered bridges were common in this area. 11, Elon A. Horton sold carriages, harnesses, wagons, also Fords. 12, boundary marker. 13, English capitalists came to inspect power canal construction in 1897. 14, power house. 15, iron bridge over Grasse River. 16, surrey with a fringe on top. 17, Main St. view. 18, old railroad station. 19, breaking ground for power canal Aug. 11, 1897.

Massena Alcoan

50th. Anniversary Issue: June 1952



To the Alcoa Family of Massena Works:

The fifty-year history of Massena Works shines with aluminum achievements, with bright records of progress and service. Here originated many of our potroom operating techniques, here A.C.S.R. was first stranded, here large structural aluminum shapes were first rolled, here is the birthplace of the D.C. ingot pouring process.

The list of Massena's aluminum "firsts" is long and impressive. From its very beginnings in the few buildings, long since outgrown, Massena men made Massena products famous for quality and welcomed in the continuously expanding aluminum markets.

The determination which fired Massena pioneers to tap the best aluminum, draw the best wire, and strand the finest cable, and to be first with improved processes and techniques, has continued through the years. This is a prime reason why Massena Works has prospered and grown to vastly increased size, why its range of products has broadened, and why its sons are so often chosen to design and operate other Alcoa production facilities far from the banks of the old power canal.

We owe much to the Massena Works pioneers, and this Fiftieth Anniversary seems a fitting time to emphasize their contributions to the aluminum arts, contributions which have helped to make Alcoa First In Aluminum.

It seems a fitting time also for me to express the Company's appreciation to you, the men and women of Massena Works, who today carry the torch of determination passed on to you by those pioneers, and to congratulate you for continuing so ably the traditions of progress and service which they established.

I. W. WILSON

THE HEADLINES SHOUTED THE STORY

FROM THE FRONT PAGES OF THE NORTHERN OBSERVER OF MAY 15, 1902 . . .

TO ERECT A BIG PLANT AT MASSENA

Pittsburg Reduction Company Will Construct Mammoth Works Here.

IT WILL COST $1,000,000

Work Will Be Commenced at Once and Rapidly Pushed to Completion.

BUILDINGS WILL COVER 15 ACRES

They Will Start With Five Mammoth Buildings and Will Use 12,000 Horse Power Within A Year—One of the Principal Industries of the Country.

The Pittsburg Reduction Company, of Pittsburg, Pa., have secured the right to use some of the Massena power for manufacturing purposes and will proceed at once to erect a large plant here to reduce beauxite into pure aluminum.

Charles M. Hall, first vice-president, Arthur V. Davis, secretary and general manager, and E. S. Fickes, chief engineer, of the Pittsburg Reduction Company, were in Massena Tuesday with Mr. Zimmermann, the general manager of the St. Lawrence Power Company, for the purpose of making the final arrangemants for the commencement of the work of construction on the buildings and plant.

The company has secured one hundred acres of land just east of the canal and north of the Grass river road, where they will erect their buildings and locate their yards. They will erect at once five buildings, each 550 feet long, and varying from 100 to 200 feet wide. These buildings will be built on concrete foundations, with steel framework filled in with brick. To give an idea of the size of these buildings it may be said that each one will cover an area of from two to four acres and that the five buildings to be erected this summer will cover about fifteen acres.

These works will use to start with 12,000 electric horse power, and will take their power from specially constructed generators, to be installed as soon as practicable. The business of the Pittsburg Reduction Company is the reduction of beauxite ore into aluminum and then the manufacture of the aluminum into the various articles for which it is used. This beauxite ore comes from the company's mines in Georgia, Alabama, Arkansas and Tennessee, where there are large deposits of it. They have reduction works at Niagara Falls and at Shawinigan Falls, P. Q., at both of which places they use enormous quantities of electric power in reducing the ore to aluminum.

Then they have a large plant at Pittsburg where the aluminum is manufactured into various articles such as electrical conductors whi

Massena Alcoan

VOL. 10 MASSENA ALCOAN No. 6

Published by and for the members of the Alcoa Family at Massena Works.

Aluminum Company of America
P. O. Box 150
Massena, New York

PAUL A. CROUCH, EDITOR
F. H. PARKER, ASST. EDITOR

CORRESPONDENTS: MARY AGRESTA, LILLIAN CARRIERE, FRANCES CATANZARITE, GEORGE CUTLER, FRANCES DEMARCO, ZIG DYWAN, BEN ELDER, ANNETTE FOURNIER, ELSIE GABRI, FRANK GILES, BETTY GOLDEN, BESSIE GREENE, AMELIA HENRIQUES, LILLIAN KOCIENSKI, ISABEL LANTRY, FRED LARAMY, ALBERT LEAFE, BILL LEAFE, WILL LONGSHORE, DON PERRY, FRANCIS RUSSELL, MIKE ROMEO, MARK SNIDER, MARK ST. MARY, MARY SCULLY, DICK STICKLES, JIM TRICASE, AND WALTER WADE.

Yes, the Pittsburgh Reduction Company, later named Aluminum Company of America, came to Massena in 1902 and a year later produced its first pig of aluminum.

What brought this new industry so far from its original site?

As is now, POWER was the reason, and an inexhaustible source of power was then apparent—thanks to the recently opened canal of the St. Lawrence Power Company, a private organization.

In January, 1898, a story appeared in the Northern Observer answering a magazine's ridicule of the work then being done at Massena by the St. Lawrence Power Company. Said the Observer, strangely if somewhat inaccurately prophetic, "Should he (the critic) combine his Geology with knowledge of up to date Chemistry he would see that this lime rock is of great value . . . while the clay is pure enough TO MAKE ALUMINUM."

Obviously, such a statement gave no knowledge of forthcoming events but one Massenan had at least an idea even before this article appeared. This man was Henry H. Warren, a Massena realtor.

Henry Warren, left, was a man of vision. Dreamer, inventor, deep thinker—he had operated a machine shop in Montreal and came to Massena well equipped with drafting and other technical experience.

A shrewd businessman, Warren interested backers in his projected scheme and lived to see his dream come true, perhaps to a greater extent than he had ever anticipated.

Henry H. Warren died in 1914 at the age of 63.

Here, at right, is what Henry Warren saw as he stood at the site of the old pontoon bridge (now the bridge across the canal near Homecroft) and looked towards the St. Lawrence River.

And here, left, is the view in the opposite direction—towards the power house. Photographer M. Havens Putnam, enlistee in the Spanish-American War, took these pictures as well as those on the following page, making exacting notes at the time. The late Mr. Putnam was the uncle of Havens Putnam, Foreman in our Blooming Mill.

We feel that no history of Massena Works is complete without telling the story of the power canal, now an integral part of our industrial plant at Massena.

Many of our older employees took part in the construction of the power canal and later moved to the then infant aluminum industry. We will introduce some of these men later on.

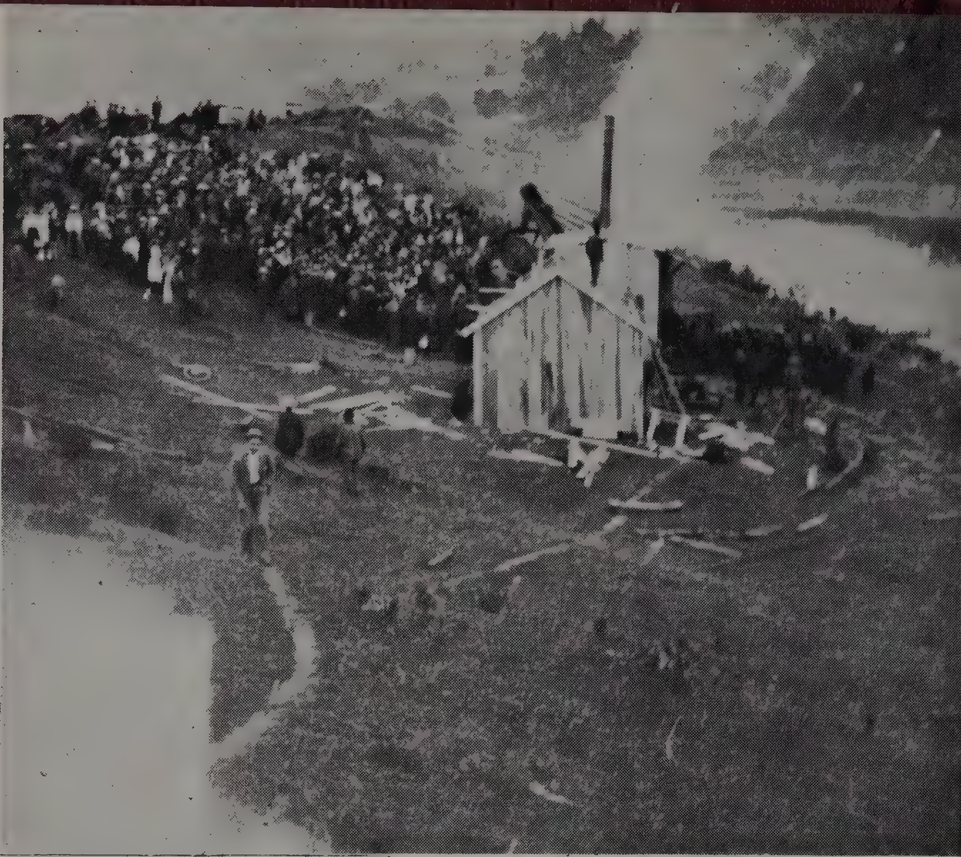
We hope you enjoy reading about those remarkable days we might call . . .

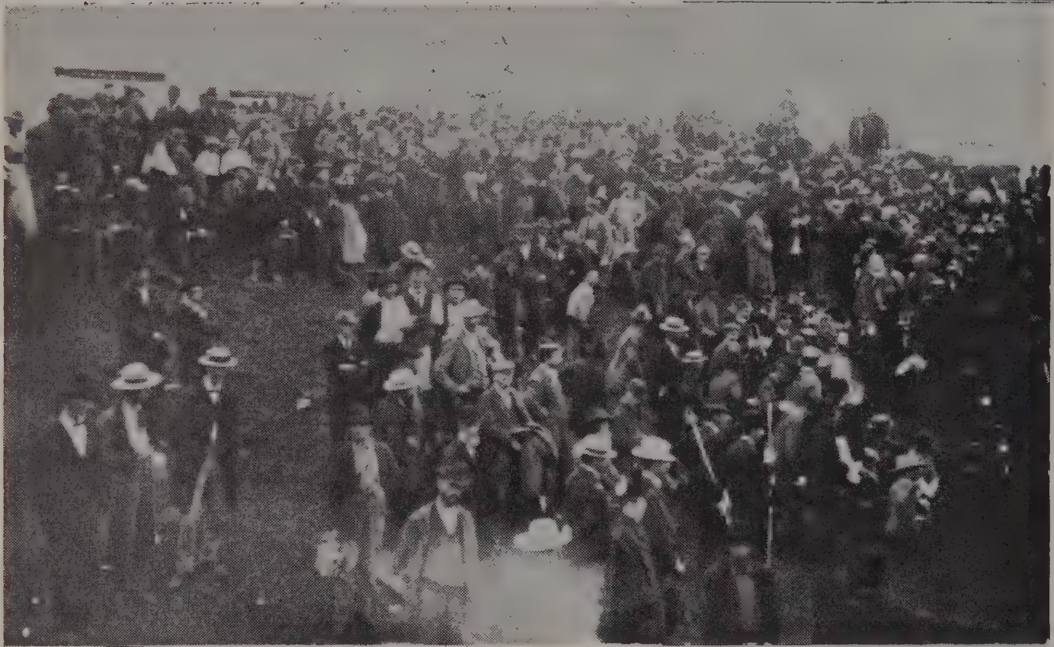
"The Story of a Dream Come True".

"The Story of a Dream Come True".

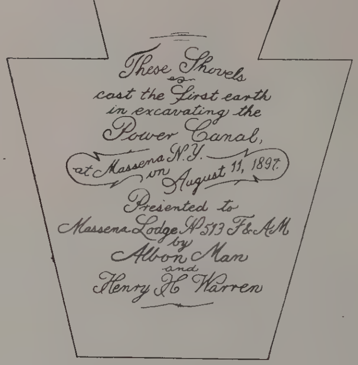
THE STORY of Massena Works probably never would have begun had not the vision of Henry Warren brought theory into practice, resulting in a power project then one of the biggest ever attempted.

OPENING ceremonies took place August 11, 1897.
Contracting for the job: Lehigh Construction Company.

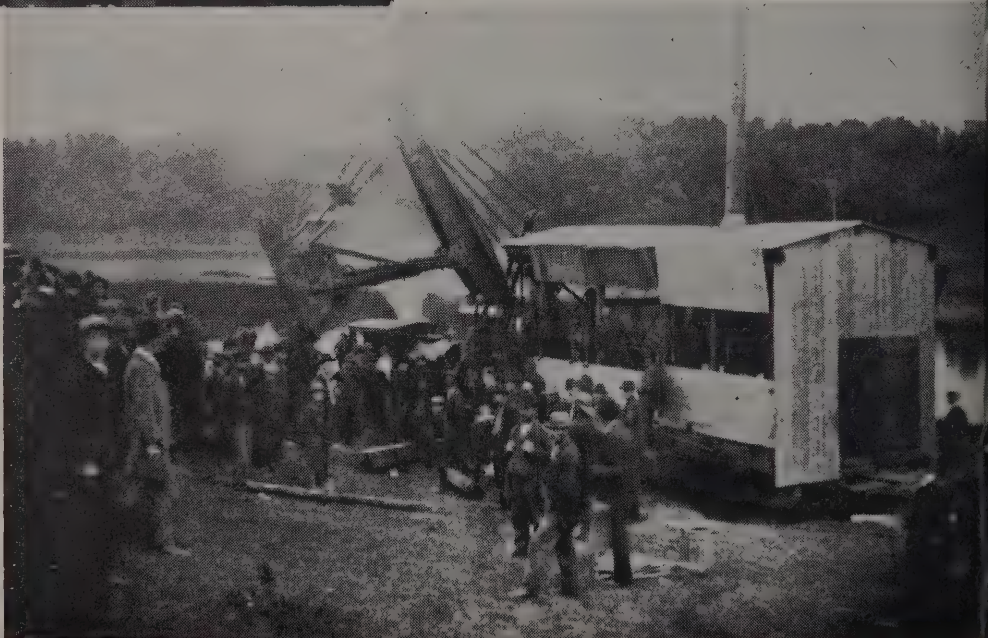




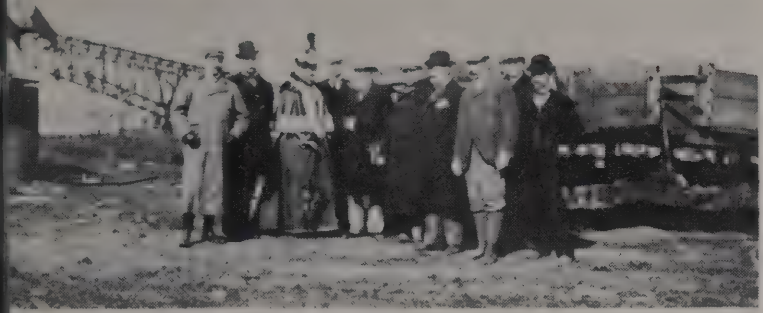
STYLES of the times seem strange today as do the contraptions known as sulkies. the tops of which may be seen in left background.

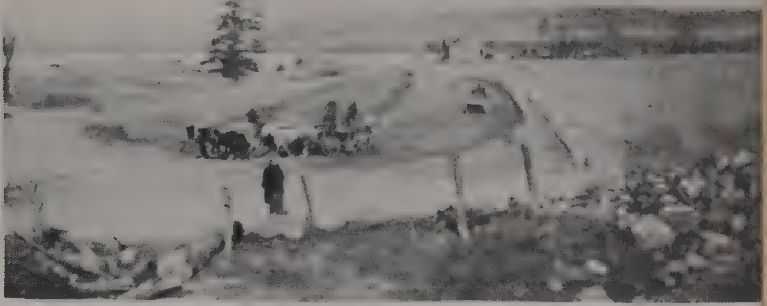


These Shovels
cast the first earth
in excavating the
Power Canal,
at Massena N.Y.
on
August 11, 1897.
Presented to
Massena Lodge No 513 F&AM
by
Albon Man
and
Henry H Warren



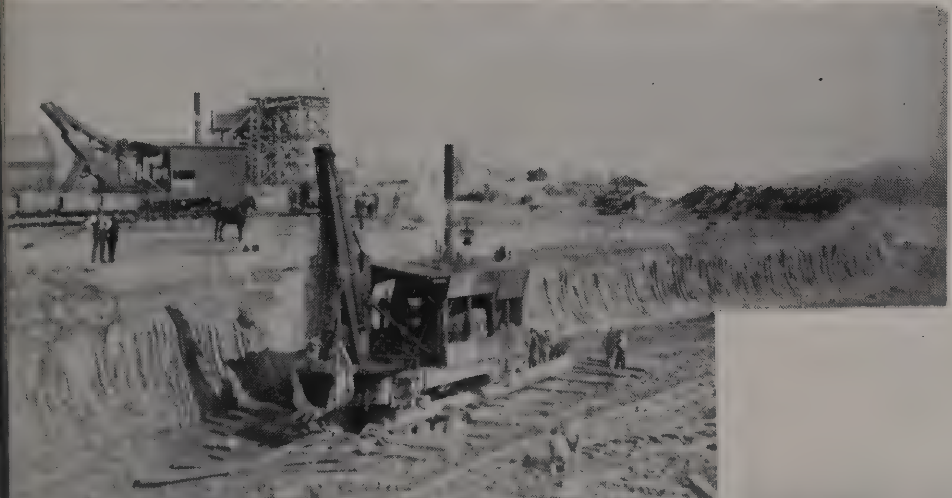
THE BIG SHOVEL was a monster in its day and impressed everyone with its "tremendous" mouthfuls of earth.





ALONG ABOUT THAT TIME British interests, including Engineer (Lord) Kelvin and his wife visited the power house site, left. The ground at that location was being scraped by mule and horse teams hired at a dollar and fifty cents a day each team! The time for both pictures: October 2, 1897 and October 27, same year.

BY NOVEMBER 4, the power house site excavation was beginning to shape up, left. That's the J. L. Hyde farm in background. Hyde's lands comprised most of the original site of the new Pittsburgh Reduction Company's buildings.

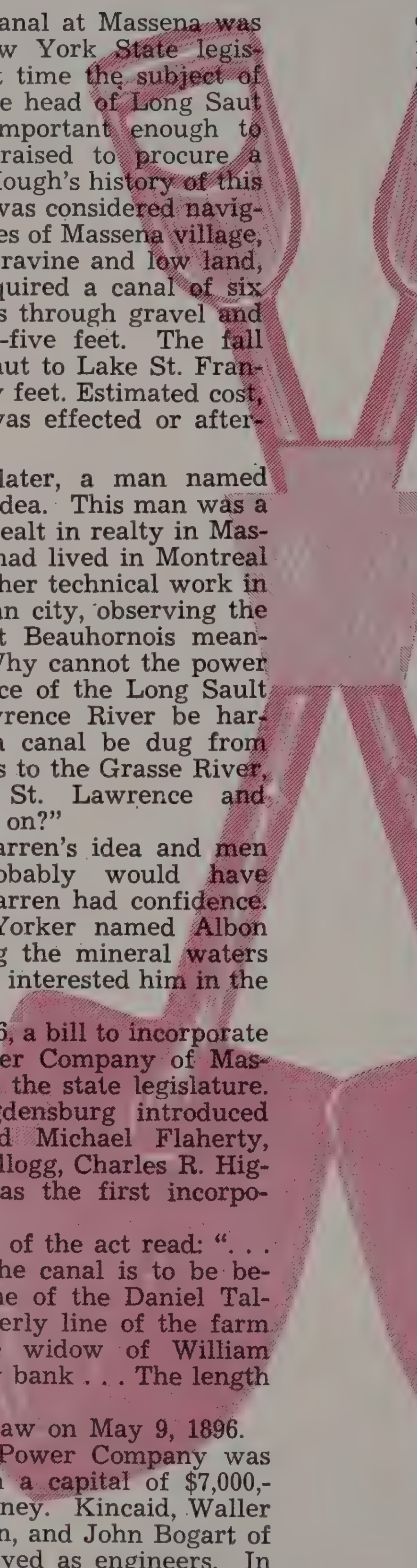


AT THE FAR END of the project, work at the intake was progressing quite rapidly. The waters of the St. Lawrence can be seen at the right—and did you observe Faithful Dobbin on the bank at the left?

BETWEEN THE ENDS of the project this type of excavation was carried on. A big bucket on a heavy wire was pulled across the width of the canal, scooping up earth enroute. Note the pile of stones, left, used for weights.

LEHIGH TO GILLESPIE: FAILURE AND SUCCESS

THE STORY OF THE POWER CANAL



First mention of a canal at Massena was brought up at the New York State legislature in 1833! At that time the subject of cutting a canal from the head of Long Saut to Grasse river was important enough to warrant "subscription raised to procure a survey". As stated in Hough's history of this area: "The Grass river was considered navigable to within three miles of Massena village, and there intervened a ravine and low land, which it was found required a canal of six miles, one of which was through gravel and clay a depth of thirty-five feet. The fall from the head of the saut to Lake St. Francis was found to be fifty feet. Estimated cost, $200,000 . . . Nothing was effected or afterwards attempted . . ."

Some sixty years later, a man named Henry Warren had an idea. This man was a visionary, a man who dealt in realty in Massena. At one time he had lived in Montreal and had engaged in rather technical work in and about that Canadian city, observing the power developments at Beauhornois meanwhile. Thought he: "Why cannot the power represented by the force of the Long Sault Rapids in the St. Lawrence River be harnessed? Why cannot a canal be dug from the head of these rapids to the Grasse River, which parallels the St. Lawrence and empties into it further on?"

This was Henry Warren's idea and men of lesser ability probably would have stopped there. But Warren had confidence. He cornered a New Yorker named Albon Man who was enjoying the mineral waters at Massena Springs and interested him in the project.

On February 27, 1896, a bill to incorporate the St. Lawrence Power Company of Massena was introduced in the state legislature. Senator Malby of Ogdensburg introduced the bill which named Michael Flaherty, Warren, Charles A. Kellogg, Charles R. Higgins and Albon Man as the first incorporators.

In part the wording of the act read: ". . . St. Lawrence end of the canal is to be between the westerly line of the Daniel Talcott farm and the easterly line of the farm now occupied by the widow of William Dodge on the southerly bank . . . The length . . . about four miles".

This act became a law on May 9, 1896.

The St. Lawrence Power Company was thus incorporated with a capital of $7,000,000, mostly English money. Kincaid, Waller and Manville of London, and John Bogart of New York were employed as engineers. In the spring of 1897 their men came to Massena for a final survey and for acquisition of the right of way.

The Lehigh Construction Company of Lehigh, Pa., had the initial contract and began operations on August 11, 1897. Lehigh soon ran into financial difficulties and lack of proper equipment and withdrew in favor of T. A. Gillespie Company of Pittsburgh, Pa. This group completed the work started by Lehigh, built the power house, gate house and retaining walls, completing the work in 1903.

Dug with steam shovels, excavation devices and hydraulic dredges, the canal received water from the St. Lawrence in the fall of 1902. The canal is a little over three miles long and is about 260 feet wide at the water line with a bottom width of 190 feet and a depth of 25 feet. It runs through two elevations: First is the 80 foot deep St. Lawrence ridge near the river; second is the Andrews ridge, 90 feet deep. The average depth of the cut aside from the ridges is about 40 feet, requiring the removal of 8,000,000 cubic yards of earth.

The power house was built on solid rock of the Grasse River. At the time it was called the largest monolith of concrete in the world. It contained some 90,000 cubic yards in its 360 feet of length and 150 feet width.

Near the intake a single span bridge 408 feet long crossed the canal and a pontoon bridge appeared near the present approach to the St. Lawrence Plant and the Blooming Mill Group. There was also a concrete bridge on top of the steel chambers at the power house.

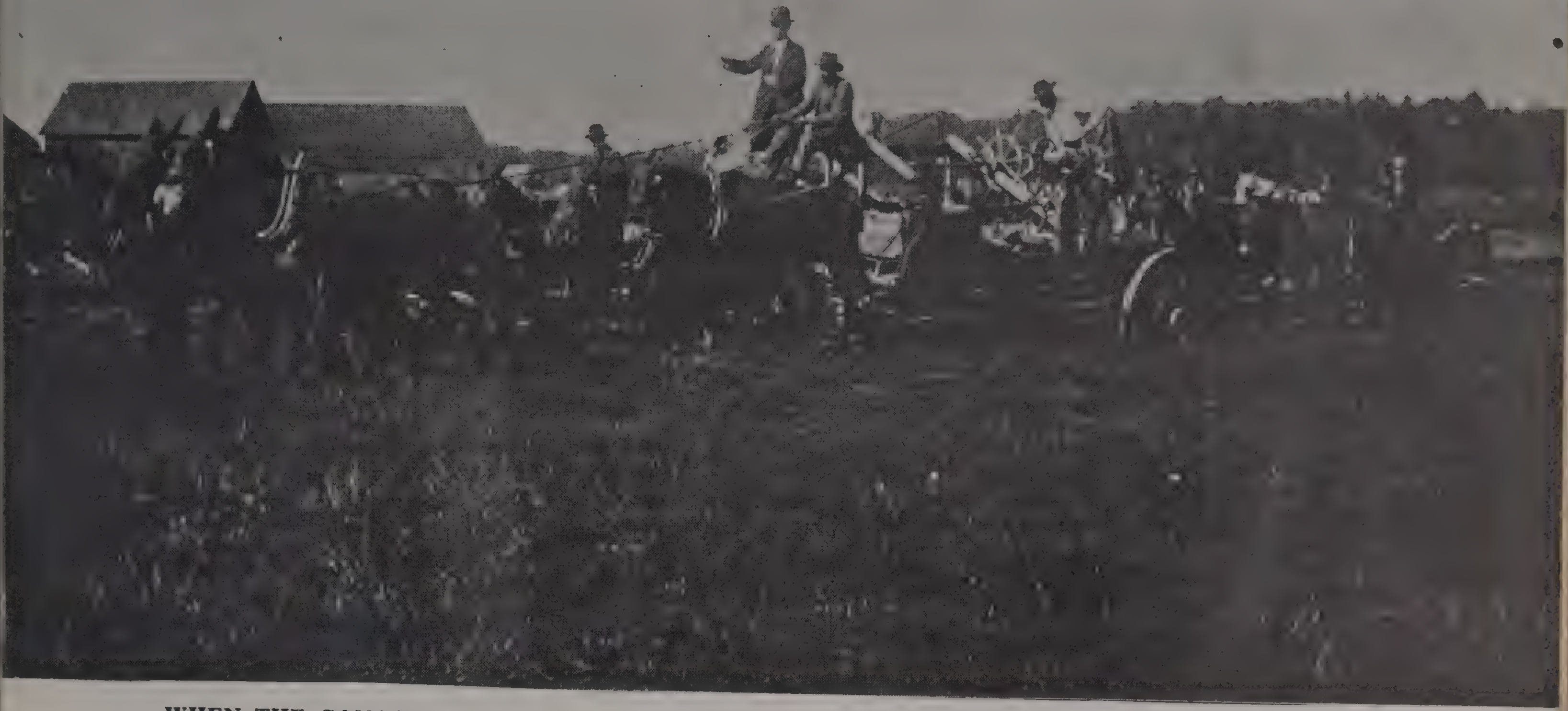
Actual development of power began in the spring of 1903 when A.C. power was furnished to run the small industries in town and to supply the needs of the Indestructible Fibre Company and the Pittsburgh Reduction Company.

In 1906, further dredging of the canal was started and during the depression of 1907 work was halted, to be resumed two years later. Dredges included the ladder dredge Hunt and a hydraulic dredge Zancle. These dredges worked the canal until 1914, enlarging the canal to a width from 200 to 300 feet with an average depth of 30 feet.

From 1914 to 1919 the dredges worked the Grasse river, digging a channel from the power house to the mouth of the river.

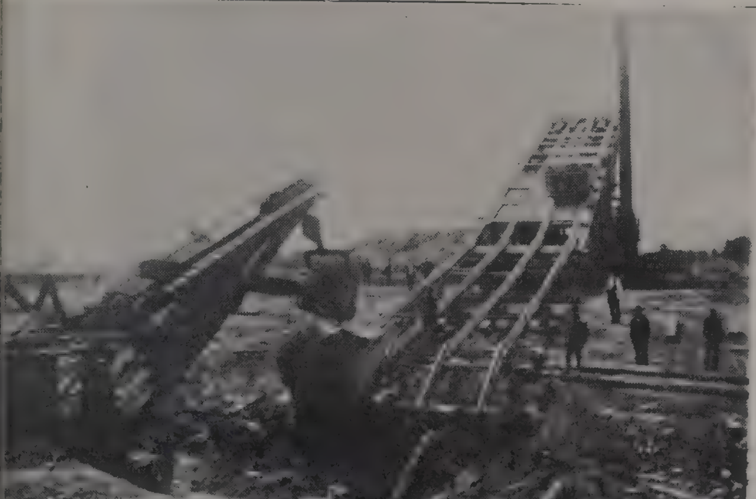
A pile bridge replaced the pontoon bridge in 1904 and this in turn was replaced by a lift span highway bridge with stone piers in 1907. A combination highway and railroad bridge was built across the canal at Willow Street in 1907.

The power house today is 600 feet long and equipped with generators and turbines which deliver about 90,000 horsepower. In addition to furnishing power for the plant, the power house supplies the village and Massena Works with water from the canal, already filtered and chlorinated.



WHEN THE CANAL was begun, horse-and-mule power was very much in evidence. Above is one of photographer Putnam's photos showing a mule team at work. The pictured contraption plucked the topsoil and conveyed it onto the accompanying wagon. Known as an "elevating grader" it was drawn by 12 mules, 8 in front and 4 behind. Think of today's big bulldozers and marvel at the patience of these early contractors.

FOR THAT ERA machines were slightly less than ingenious. These old prints show two methods of cutting the canal: Incline and steam shovel. Hydraulic dredges did their share of the work later on.



THIS WAS the rather clever incline method of excavation, awkward by today's standards of course.

WHILE HERE are two reliable old shovels at work, befriended by dirt-hauling "dinky" engines.

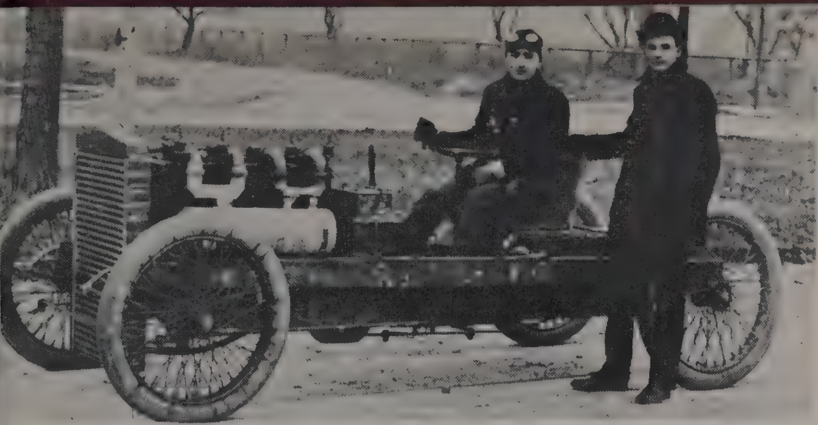
WORK AT the power house site shaped up at the turn of the century. Note the escaping steam so usual in old construction pictures.

DREDGING and digging continued near the "high" bridge at the intake in mid-1901.

THIS was how the canal looked in the year 1901.

AS BRITISH visitors appeared at the canal intake.

THE EARLY DAYS combined man power and horse power in generous dosages—with setbacks like the cave-in at the left common occurrences.



THE ULTIMATE in racing cars in 1901, the old "999" was owned by Henry Ford. At the wheel is Barney Oldfield. Ford later pioneered mass production.

MARCONI bridged the Atlantic with radio signals in 1901 for the first time. Here he is reading signals on tape recorder.

1900 - 1910: Decade of Hope

Americans stake their future on industrial expansion.

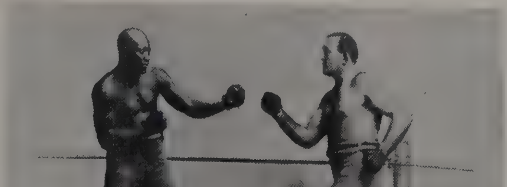
Technological improvements keynote start of century.

LIKE THE racing car above, Wright's airplane was far from substantial. First flight occurred at Kittyhawk in 1903.

WILBUR WRIGHT was the gentleman pilot of his day as he sat at the controls of his airplane in France, 1908.

PRESIDENT Theodore Roosevelt and party saw the Panama Canal construction work from this car drawn by small locomotive, in 1906. T.R. is in white in the center.

IN 1906—the great San Francisco Fire, a di aster ranked as one of the worst in America history.

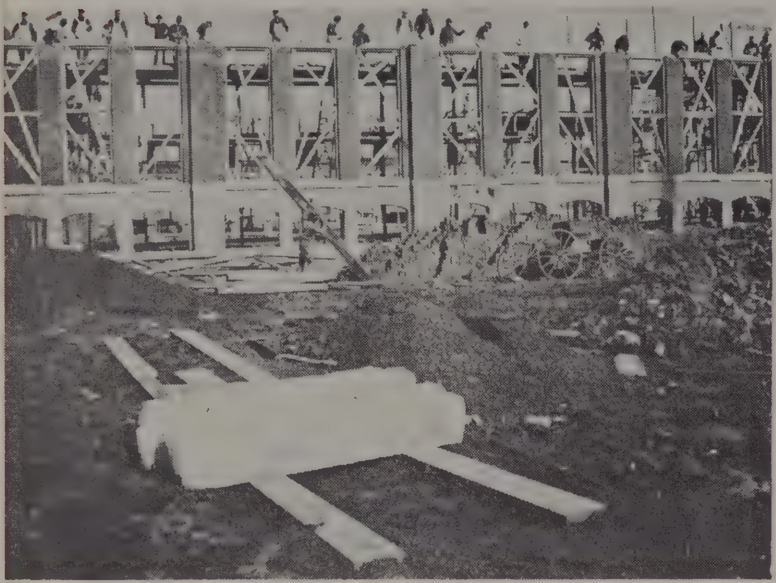


FIRST colored heavyweight champion was Jack Johnson shown here with Jim Jeffries. Johnson lost title to Jess Willard in 1915.

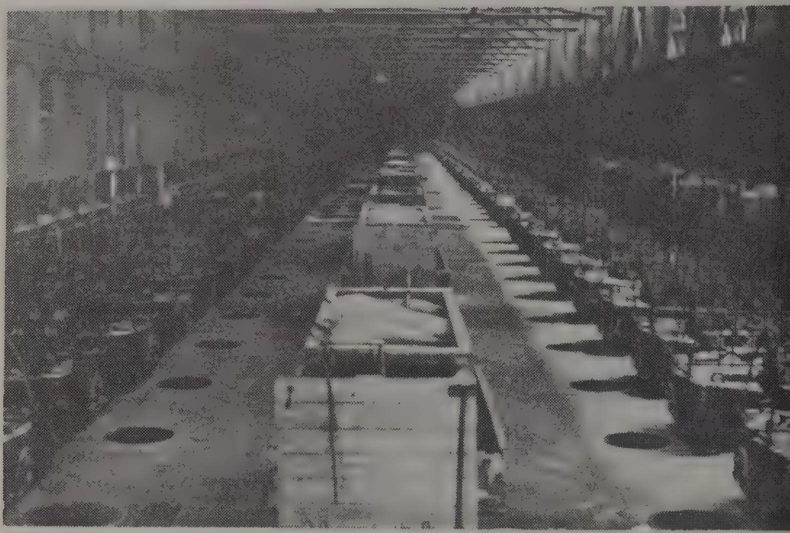
MUCH WAS ACCOMPLISHED EARLY IN THIS CENTURY AS THE PITTSBURGH REDUCTION COMPANY DEVELOPED ITS RESOURCES.

BELOW: These three old prints show early construction on such buildings as numbers 10 and 15, reduction of course. Note figures of men atop building 8 in picture immediately below

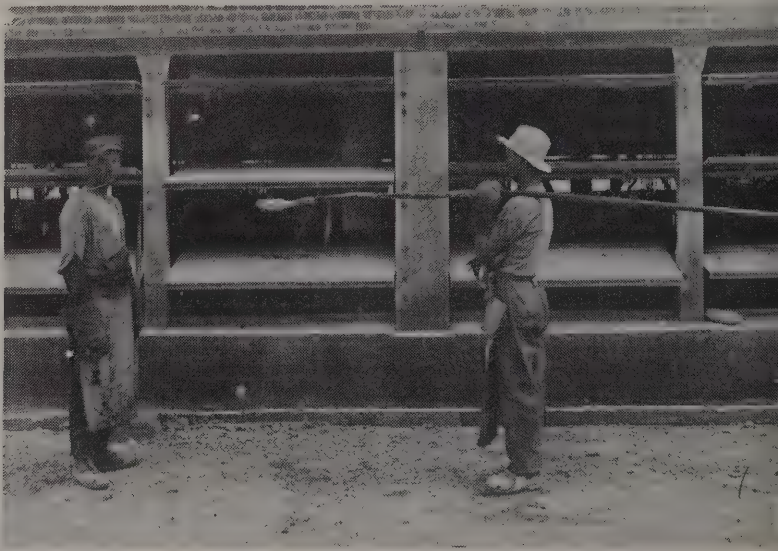
These pictures were snapped in September, 1902:



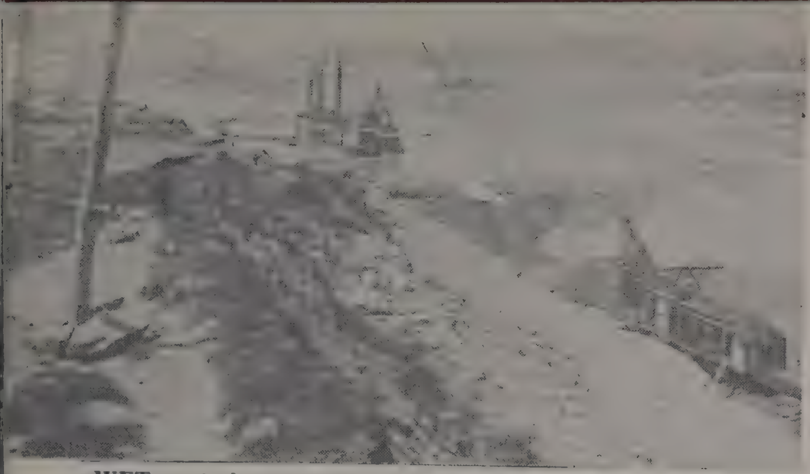
A FEW of the carpenters on aluminum plant construction in 1902.



A Pot-line of the day.



And what the well-dressed potman wore.

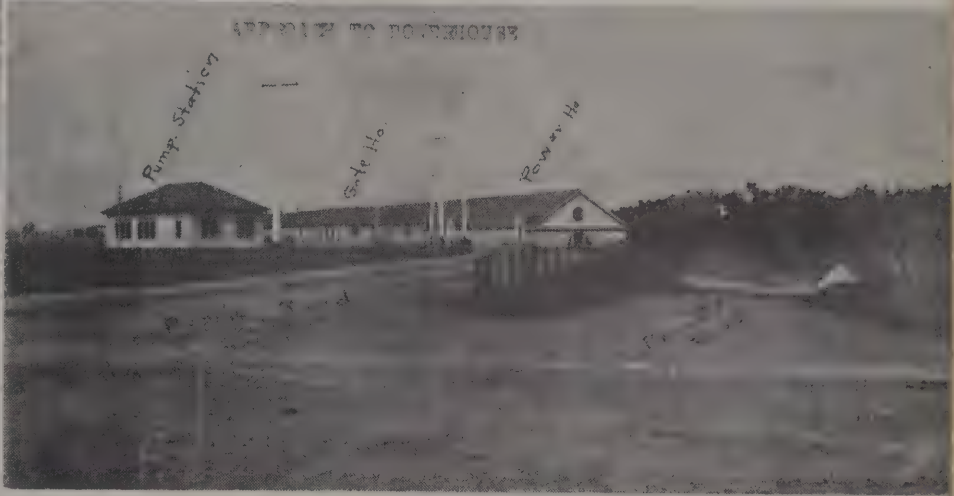


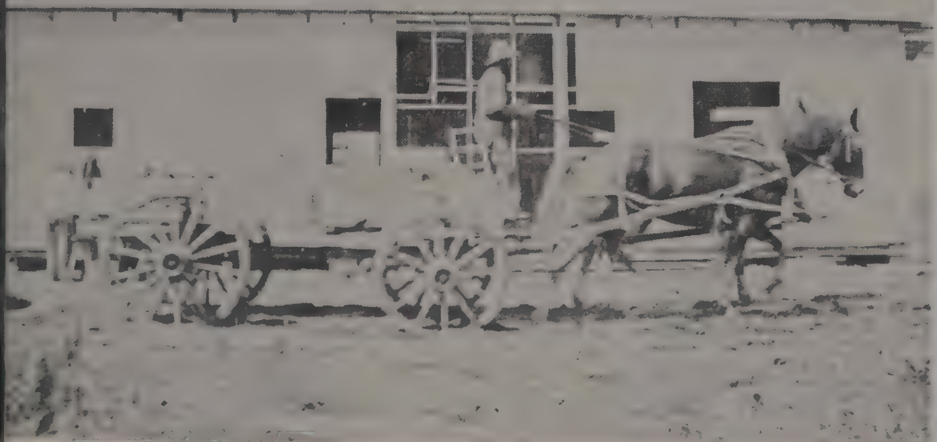
WET and dry and soon the twain would meet. This scene in July of 1901.

AND A Pontoon Bridge (out past Homecroft) was installed across the Canal.

THESE were the so-called "Kreusler" houses at Spruce and Woodlawn, Massena, in 1908.

RECALL the road to the power house?


APPROACH TO POWERHOUSE
Pump. Station
Gate Ho.
Power Ho



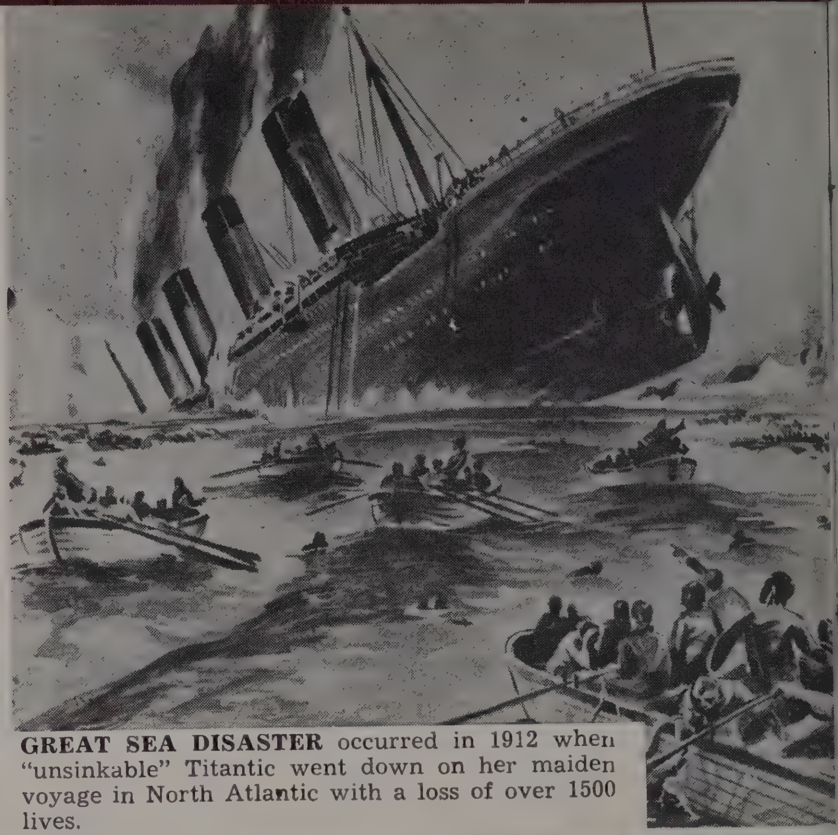
"**PITTSBURGH** Reduction Company's First Building, July 1, 1902"

AND the "First Alco Office"—1902.

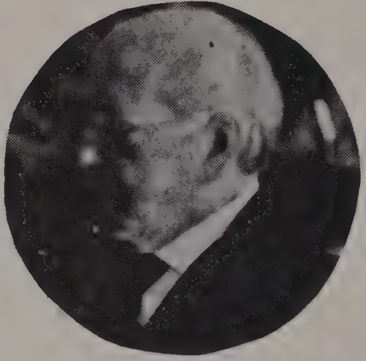
THE WORLD WAR DECADE

AMERICA EMERGES AS THE WORLD'S GREATEST INDUSTRIAL POWER — AS EUROPE RESTS ON THE BRINK OF WAR-CAUSED ECONOMIC RUIN.

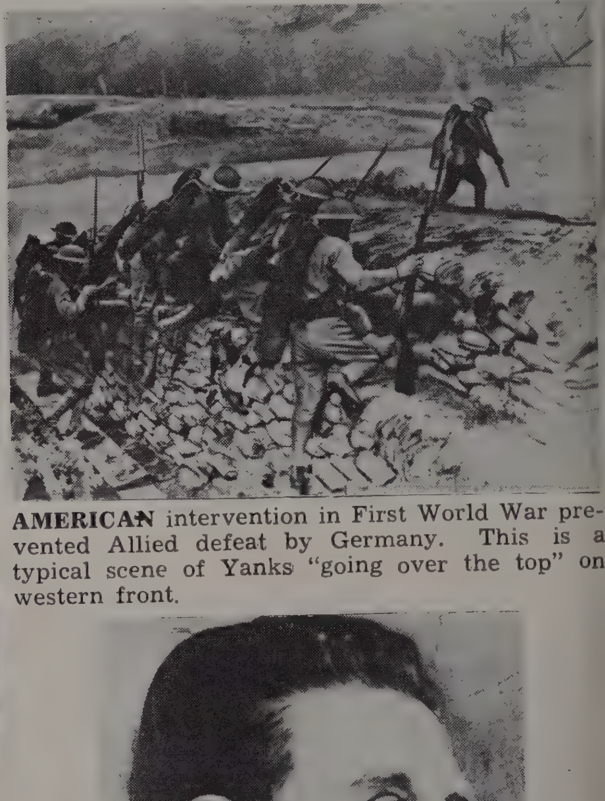
YOUNGEST Brigadier General in First War was Douglas MacArthur who commanded the famous Rainbow Division.



GREAT SEA DISASTER occurred in 1912 when "unsinkable" Titantic went down on her maiden voyage in North Atlantic with a loss of over 1500 lives.

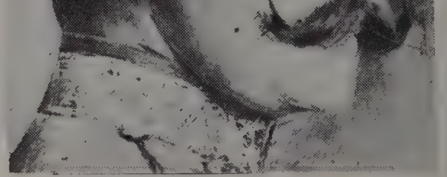


AMERICAN labor movement pioneer was British born Samuel Gompers, founder of the A. F. of L.

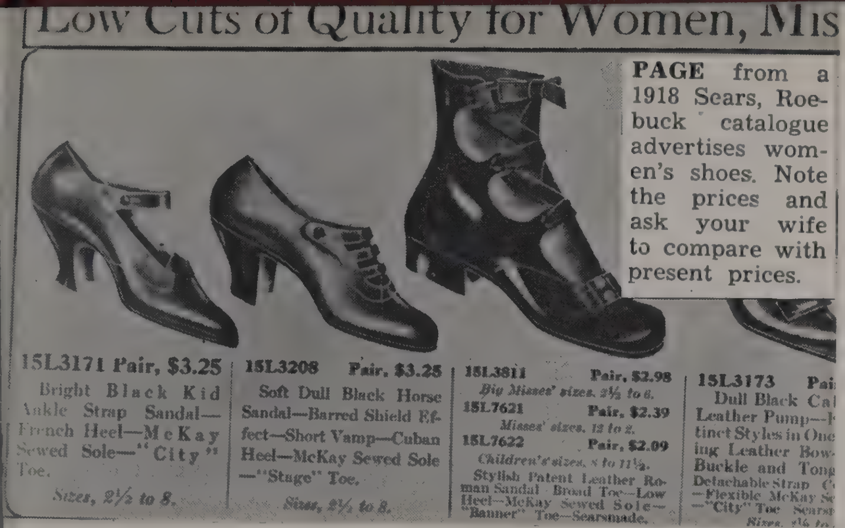


AMERICAN intervention in First World War prevented Allied defeat by Germany. This is a typical scene of Yanks "going over the top" on western front.

WHEN GERMAN TROOPS violated Belgian neutrality in 1914 Britain entered the World War. Prussians are shown leaving Berlin for the front.



ASSASSINATION of this man, Austrian Archduke Franz Ferdinand on June 14, 1914, was an immediate cause of the Great War. It happened at Sarajevo, Serbia.



Low Cuts of Quality for Women, Mis

15L3171 Pair, $3.25
Bright Black Kid Ankle Strap Sandal—French Heel—McKay Sewed Sole—"City" Toe.
Sizes, 2½ to 8.

15L3208 Pair, $3.25
Soft Dull Black Horse Sandal—Barred Shield Effect—Short Vamp—Cuban Heel—McKay Sewed Sole—"Stage" Toe.
Sizes, 2½ to 8.

15L3811 Pair, $2.98
Big Misses' sizes, 2½ to 8.
15L7621 Pair, $2.39
Misses' sizes, 12 to 2.
15L7622 Pair, $2.09
Children's sizes, 8 to 11½.
Stylish Patent Leather Roman Sandal Broad Toe—Low Heel—McKay Sewed Sole—"Banner" Toe—Searsmade.

15L3173 Pai
Dull Black Cal
Leather Pump—I
tinct Styles in One
ing Leather Bow-
Buckle and Tong
Detachable Strap C
—Flexible McKay Se
—"City" Toe Searsr

PAGE from a 1918 Sears, Roebuck catalogue advertises women's shoes. Note the prices and ask your wife to compare with present prices.

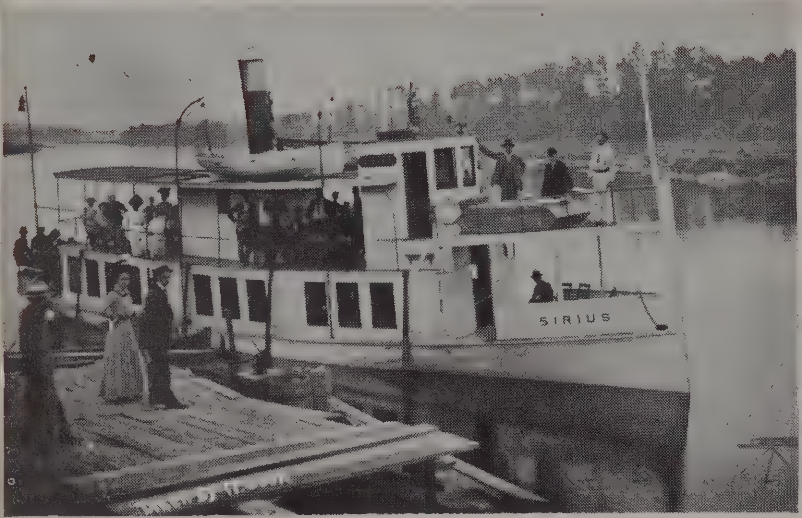
AIR power became a factor in modern warfare in the First World War. Here an Allied plane begins fatal dive after being shot down by a German plane.

PRESIDENT WOODROW WILSON and General Pershing (center) are shown together as they reviewed troops in France during Wilson's peace conference mission abroad in 1919.

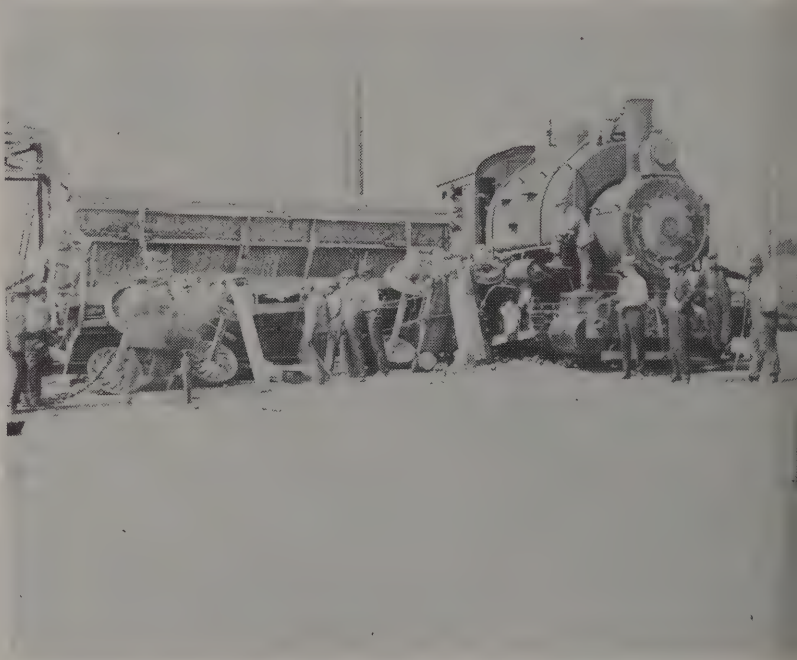
"I DON'T CARE" girl Eva Tanguay was pin-up of the decade.

THEY had Waves in 1917 too. These are that year's models of Yeomen (F)—F for Female. Women did administrative work relieving men for combat duty.

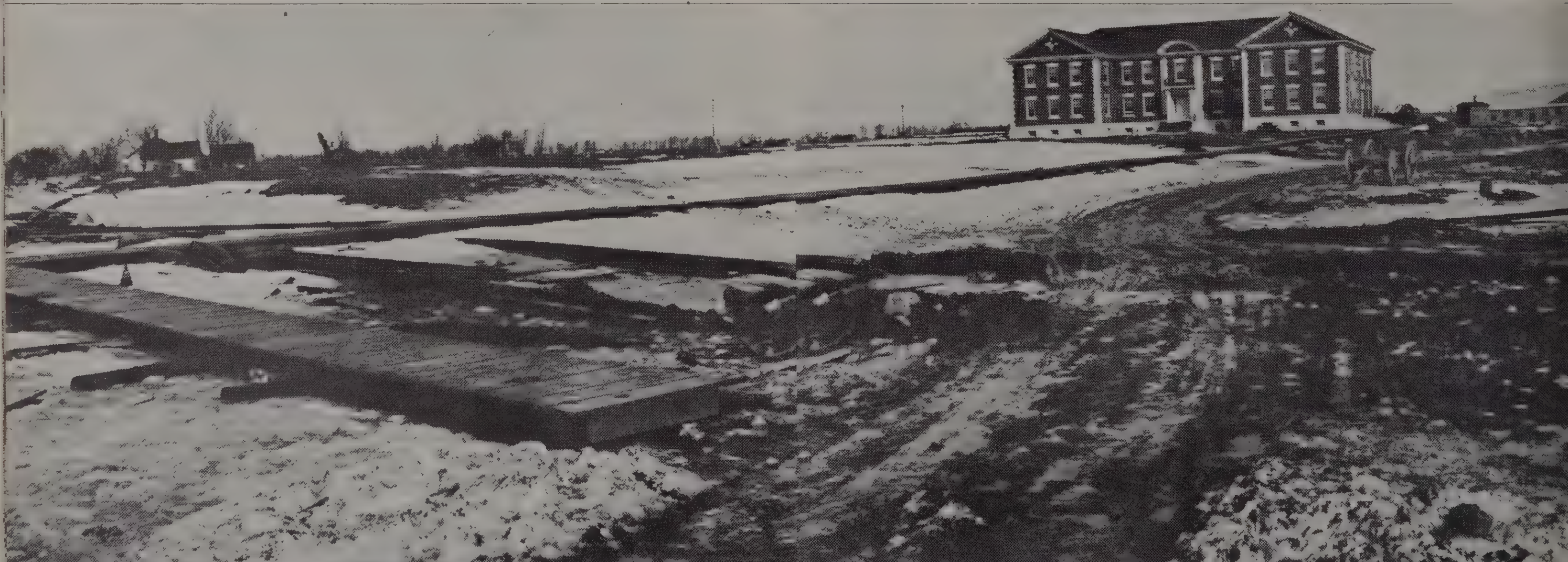
Running across the top of these two pages is a panorama



REMEMBER the Sirius? This small steamer sank in the Grasse river near Massena Center in 1911 with loss of 7 lives.



HERE WAS a mishap of less serious nature. Place was the east end of the canal bridge. Time, June 29, 1915. No injuries.



The Administration building in 1914. At left is the Layo Farm.

view of Massena Works at the time of the start of World War 1.

EARLY in the decade construction of the forebay dam at the power house was well under way.

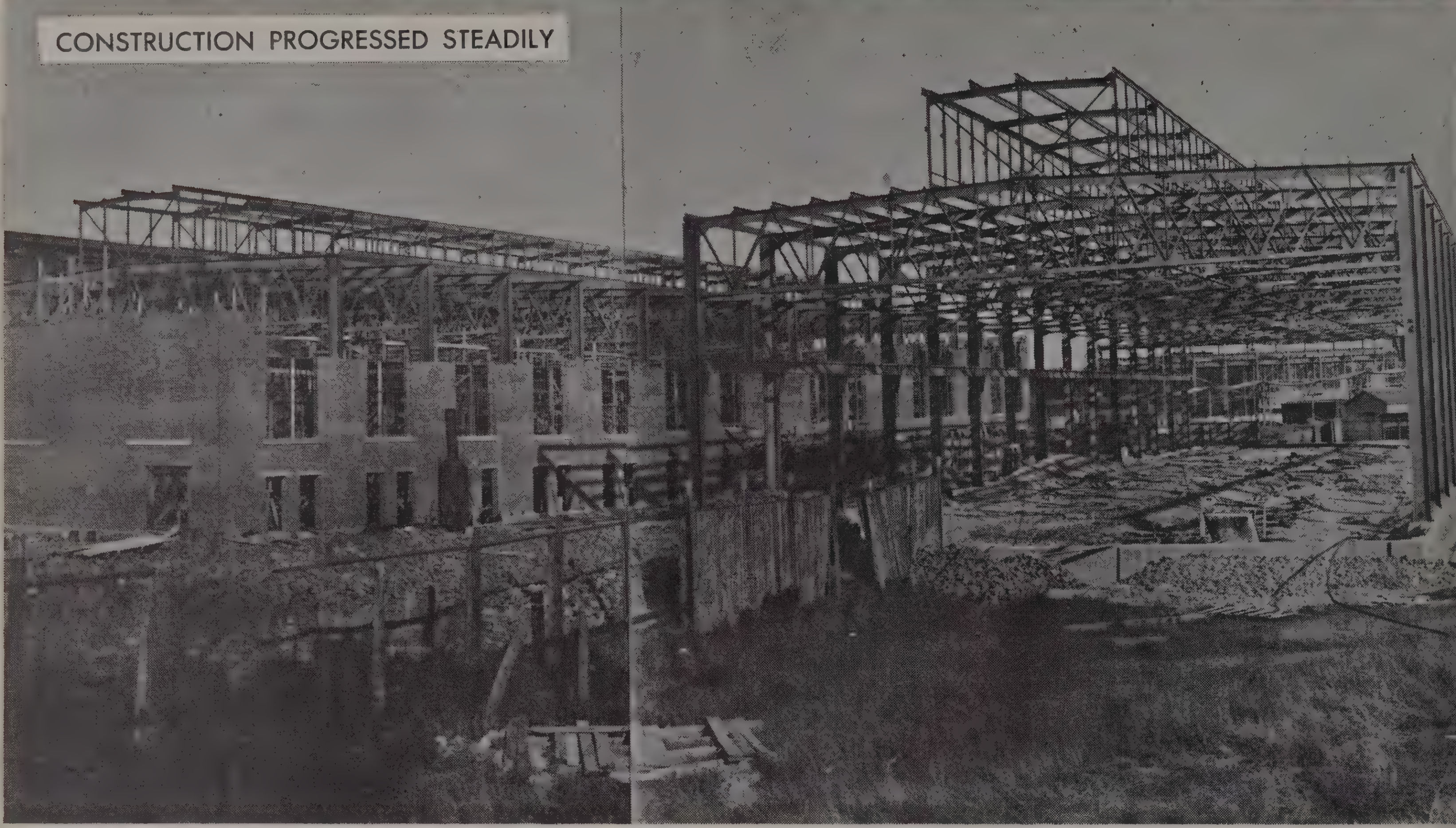
At right is a view from the Grasse river side (note surveyor).

Below is a general view of the area.

HERE'S the upper level, 1911, complete with horse and buggy.

HERE'S how we looked inside our Machine Shop in 1912.

CONSTRUCTION PROGRESSED STEADILY



THESE ARE buildings 50 & 52—home of the old electric carbon baking furnaces. The year: 1913.

WHILE OVER on the canal the dredge Hunt kept busy.

MOST OF THE steelwork and foundations of the Cedars potrooms is shown here, same year as top photo.

THIS IS THE Rotary Station, Bldg. 25, with the J. L. Hyde farm at the right.

HERE IS the canal shipyard, showing the shop and derrick, 1915 style.

THAT SAME year, canal widening went on—with shovel, dredge and rail car.

THE TIME OF THE
FIRST GREAT WAR
FOUND THESE SCENES
OF INTEREST

THIS IMPRESSIVE "Liberty Bell" float entered by the Drafting Department in a July 4, 1917 parade.

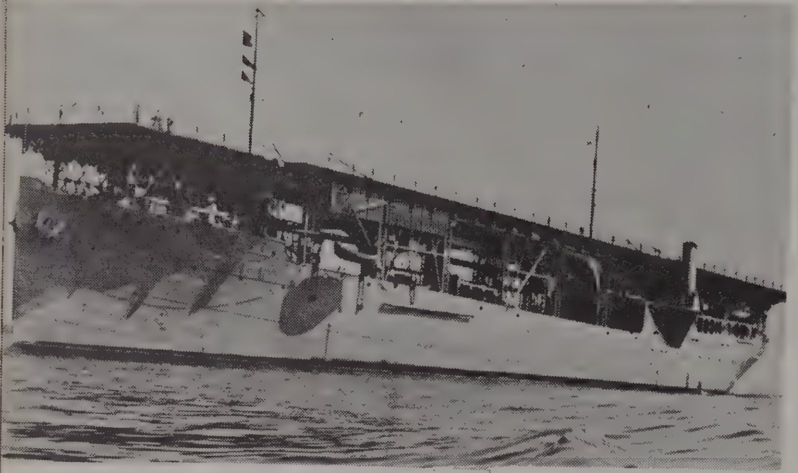
AND YOUNGSTERS enjoyed a swim at Pine Grove playground.

AS BASEBALL teams competed one against the other.

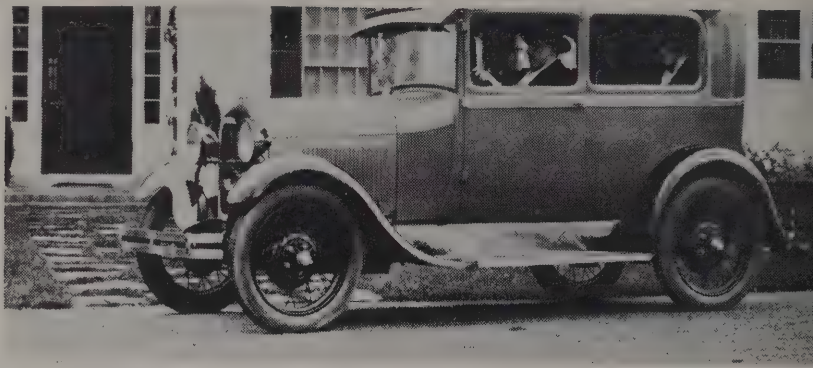
DECADE OF NONSENSE

These years were indelibly marked by dance marathons, dictators, boom & bust and—prohibition.

THE GREAT romantic idol of the silent screen, Rudolph Valentino, in "The Four Horsemen of the Apocalypse", 1926. Ornate costumes, dashing dances and romantic profile were standard equipment.



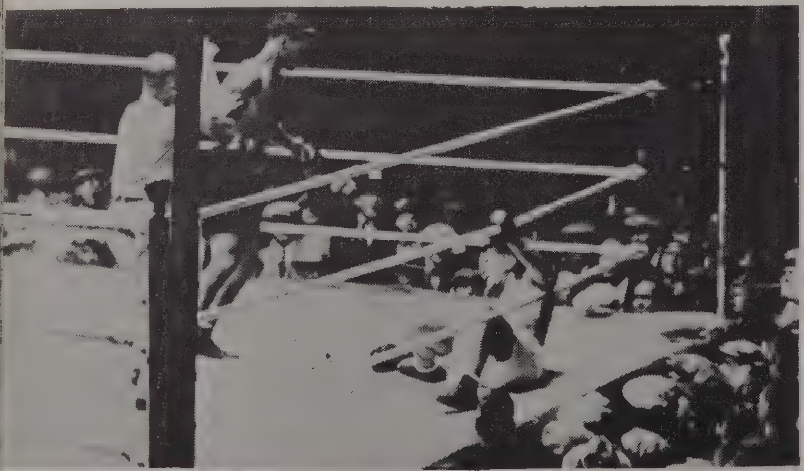
FIRST CARRIER was a converted collier. She went into service in 1922, taught the Navy many lessons before giving up in the Java Sea in 1942.



THE MODEL A FORD which came out in 1927 was advertised as "long, low, roomy and built along graceful lines with a maximum speed of 65 mph." That was true in those days.

RUM AND LIQUOR running was lucrative business after passage of the 18th Amendment. This is seizure of a yacht's private stock in New York harbor.

WARREN G. HARDING followed Wilson to the White House. Here, 3rd from left, he visits the U.S.S. Langley, sole carrier of the U. S. fleet.



JACK DEMPSEY lost the heavyweight boxing crown to Gene Tunney in 1926. Here Tunney, who gained a ten-round decision, is on the canvas for a nine count.

DOMINANT MOVIE figures of the era were Charles Farrell and Janet Gaynor shown here in a 1928 movie called "Seventh Heaven".

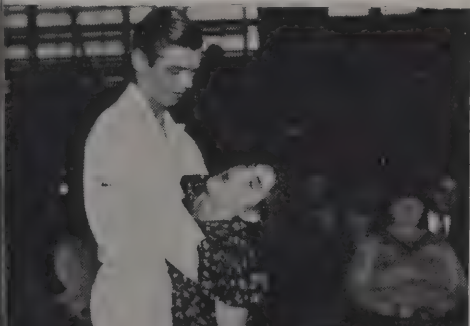
CROWDS collected in front of the New York Stock Exchange when collapse of the market was reported. The '29 crash keynoted the Great Depression.

SINISTER FIGURE in Asia was Nicolai Lenin the Russian Dictator who engineered the Red Revolution in 1917.

HELEN KANE was the origi nal boop-boop-de-boop girl She has recently been hear again revived for the newe generation.

CHARLES A. LINDBERGH, first man to cross the Atlantic by air, is shown here as he arrived at Curtiss Field, L. I., prior to his celebrated ocean flight.

JUST AS SINISTER in Europe was Italy's Premier Benito Mussolini, shown here greeting King George of England on his visit to Rome in 1925



N A DECADE of fads none was more opular than the dance marathon as lemonstrated by this couple in Chicago.

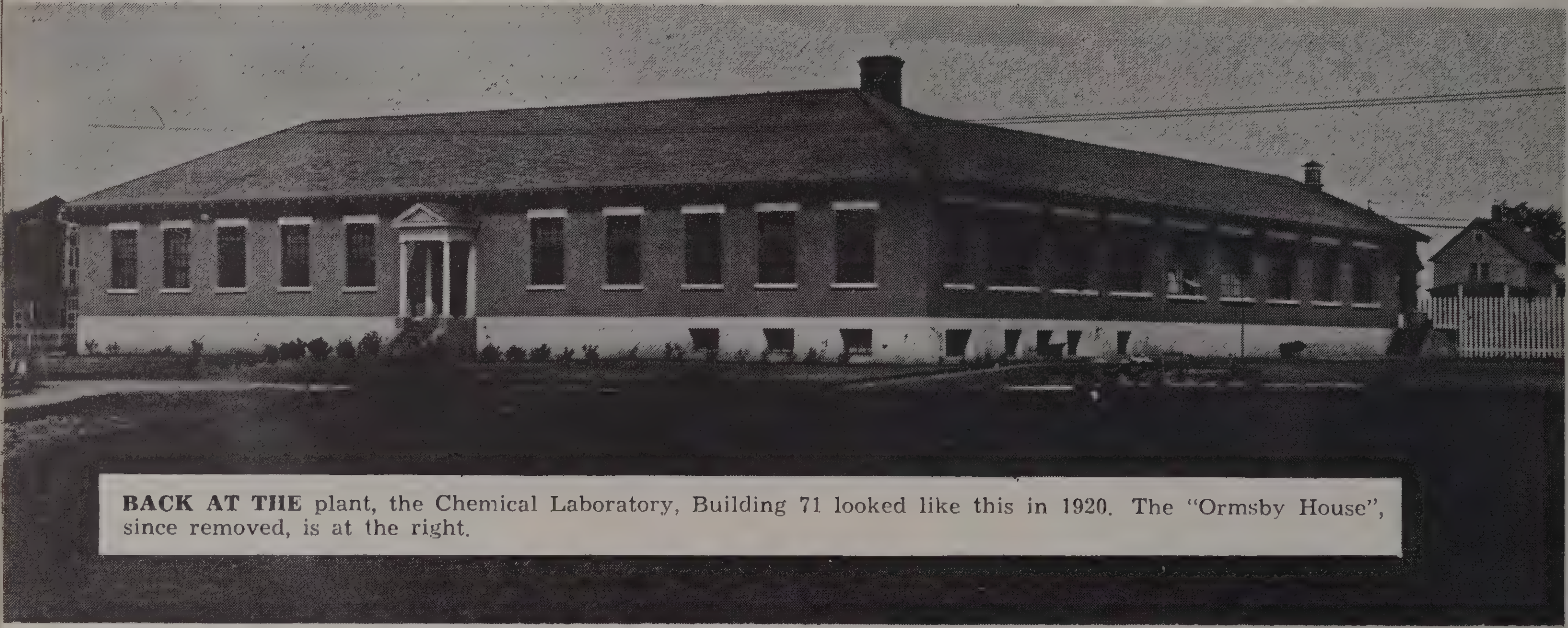
REMEMBER Herbert Hoover's running mate of '28? Senator Charles Curtis is shown, left, with Secretary of Commerce Hoover, in Washington.

TWO MEN who symboliz the American dream were Smith and Babe Ruth w achieved success despite hu ble beginnings.

In the Early Twenties the Alden Farm on the Grasse River was Used as a Company Garden.

HERE AT the right is a general view of the Alden garden farm.

AT THE left, gardeners and the inevitable horses.



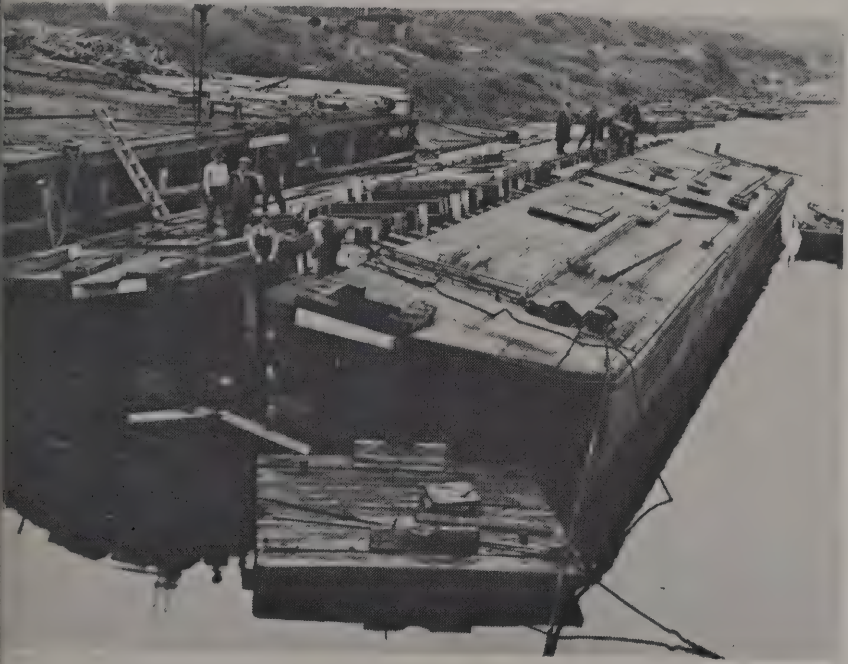
BACK AT THE plant, the Chemical Laboratory, Building 71 looked like this in 1920. The "Ormsby House", since removed, is at the right.

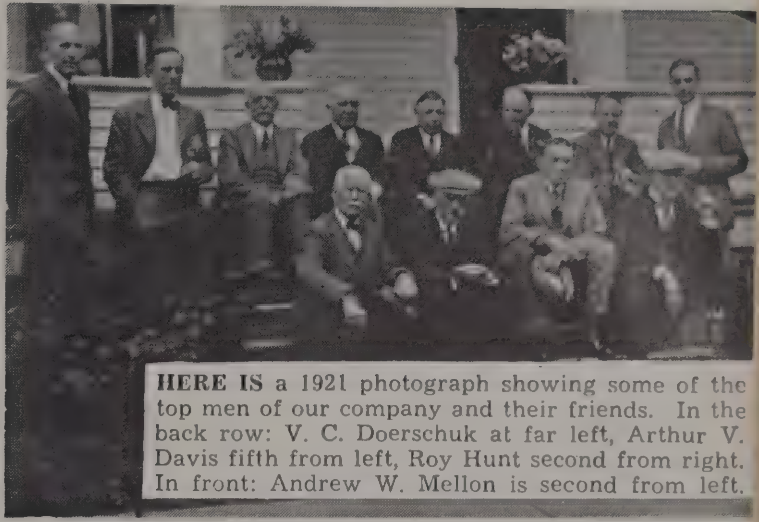
HOW MANY local people do you recognize in this office picnic group at Polley's Bay late in 1923?

Women in Industry? Sure We Had 'em Back in June, 1920 When These Folks Worked Here

Potroom Sweepers

Loaders, Rodding Department



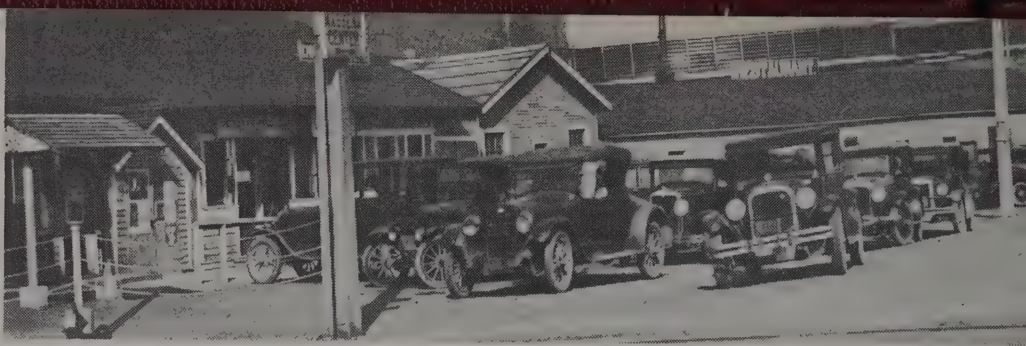


HERE IS a 1921 photograph showing some of the top men of our company and their friends. In the back row: V. C. Doerschuk at far left, Arthur V. Davis fifth from left, Roy Hunt second from right. In front: Andrew W. Mellon is second from left.

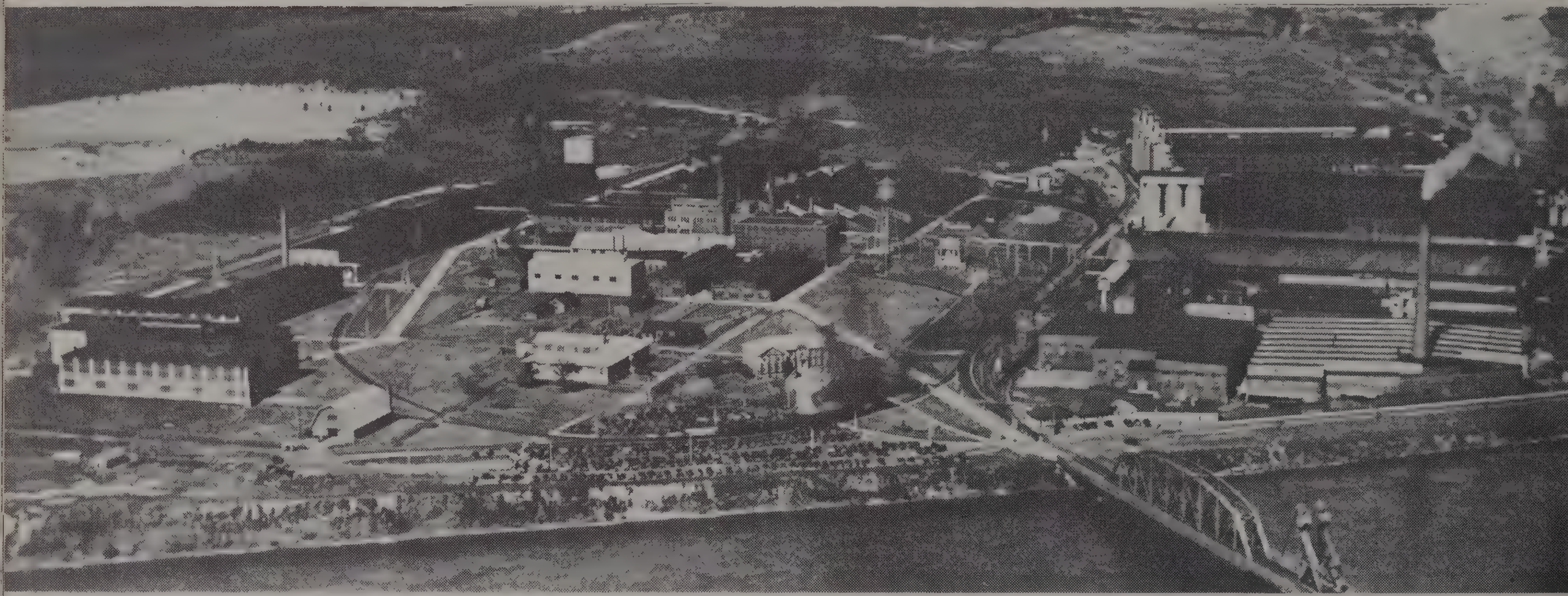
LEFT: Near the turn of the decade this dock at Dodge's Bay was built using the halved canal dredge T. A. Gillespie, formerly known as the Zancle.

ELOW: A 1927 view of our Chemical Laboratory nd Main Office.

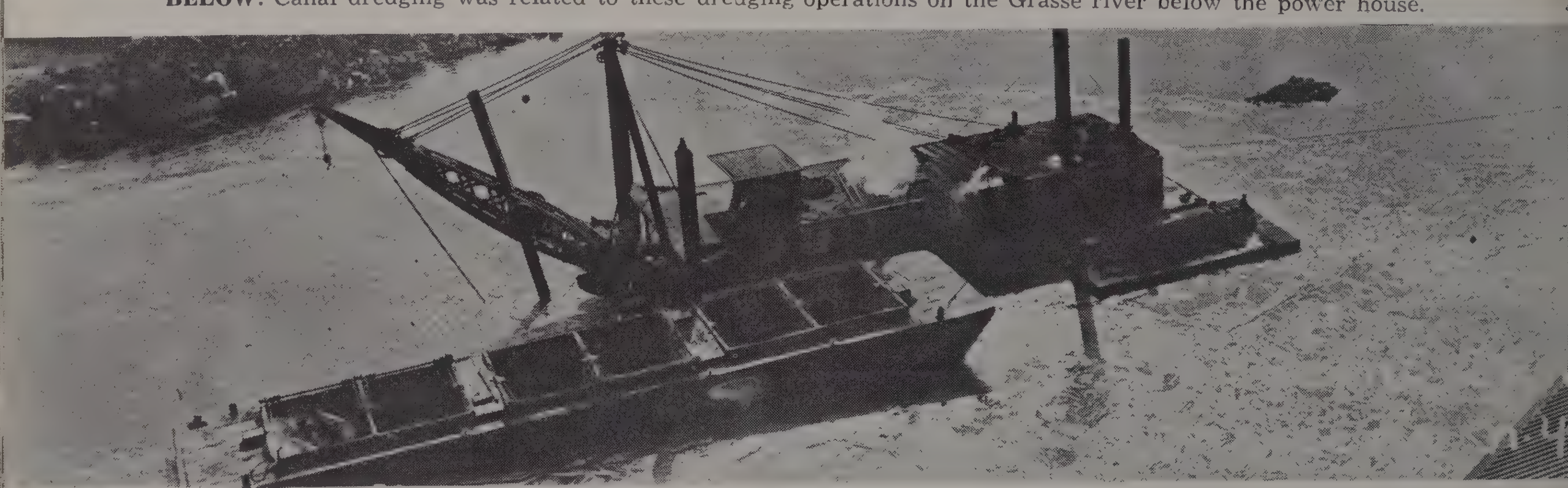
REMEMBER HOW WE LOOKED IN THE "ROARING TWENTIES"?



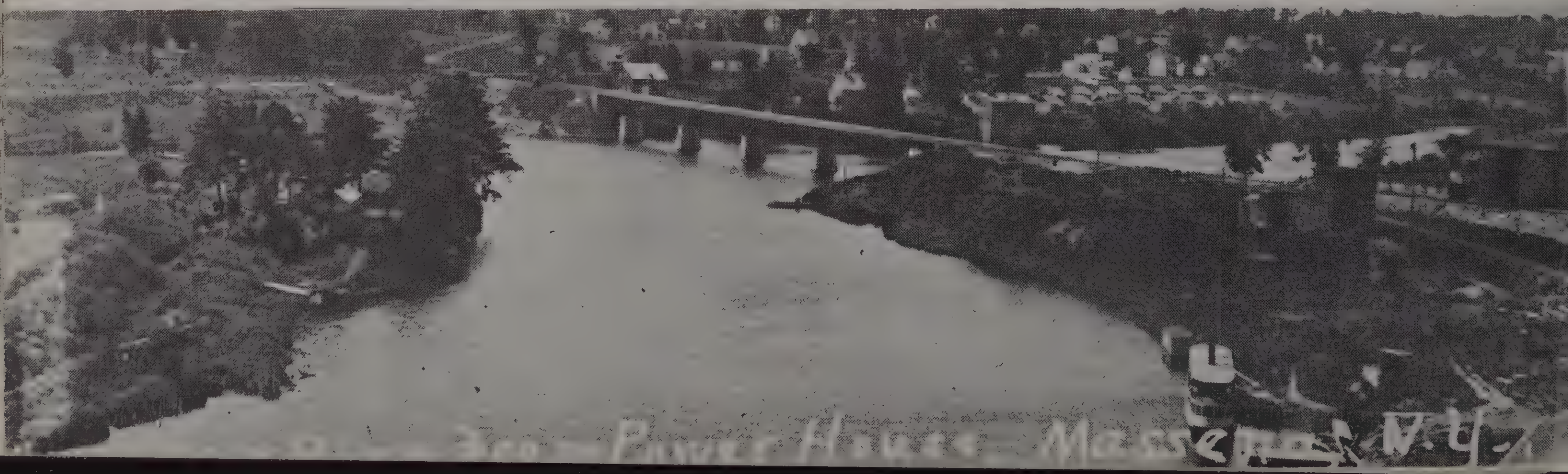
JUDGING FROM this print parking was even then developing into its present day problem status. If you hadn't noticed, it's No. 1 Clockhouse area.

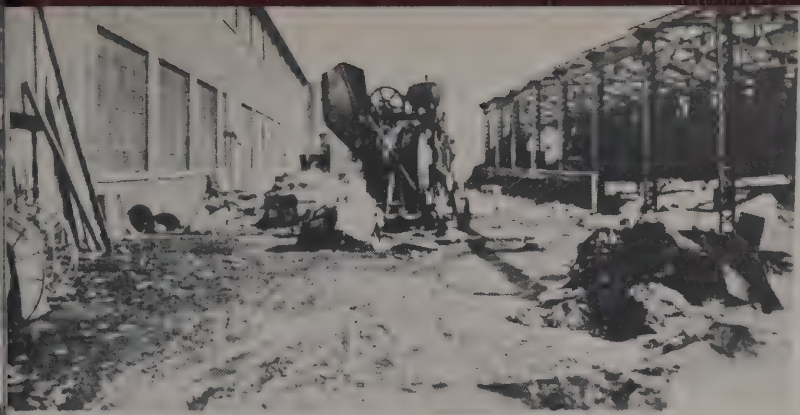


BELOW: Canal dredging was related to these dredging operations on the Grasse river below the power house.

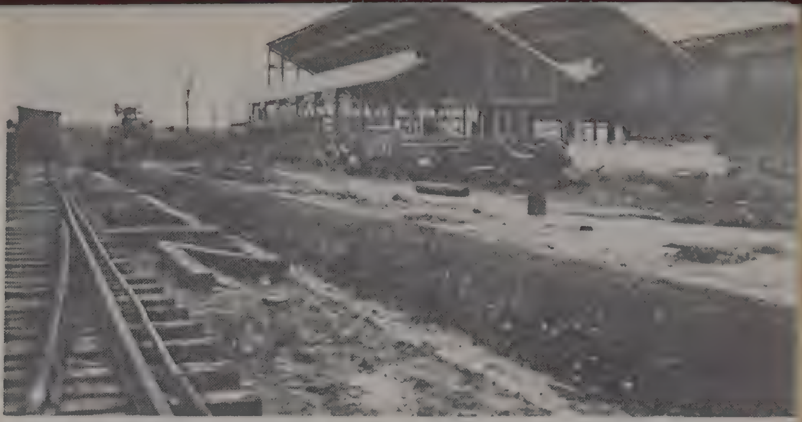


BELOW: How many of you rode the little excursion boat, lower right, which scooted past the hard-working dredge regularly working the Grasse river?

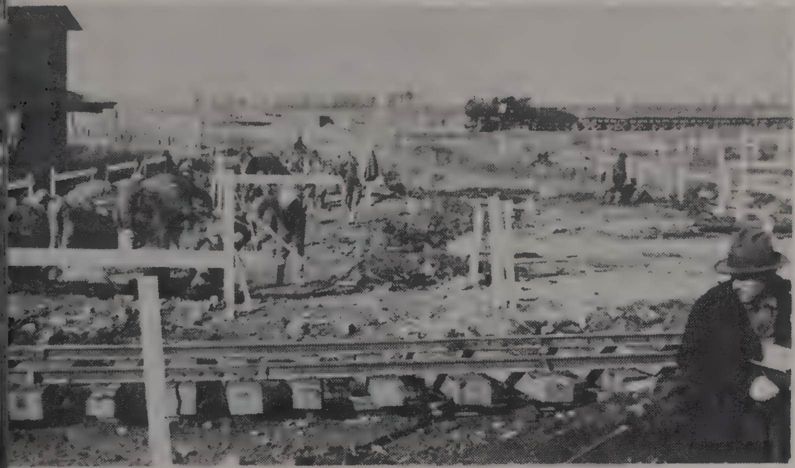




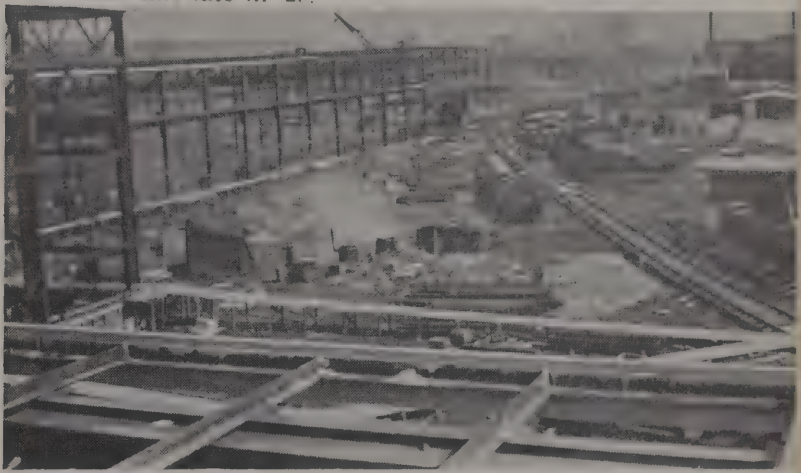
AN extension to the Cable Mill was underway in 1927.



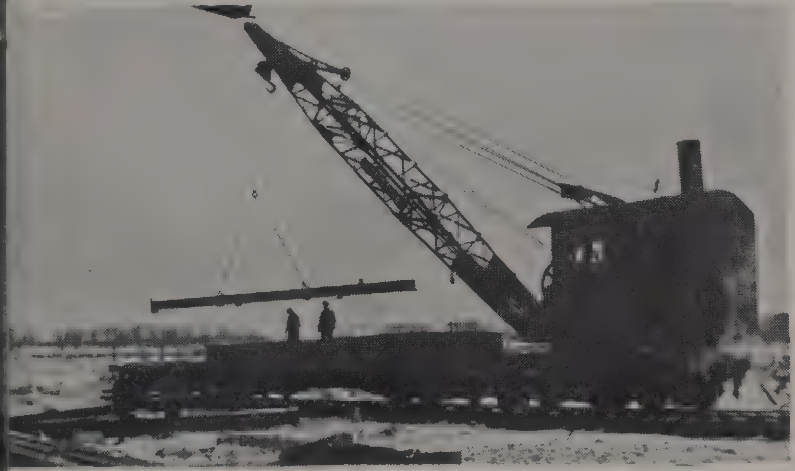
AND AN addition to the Merchant Mill looked like this late in '29.



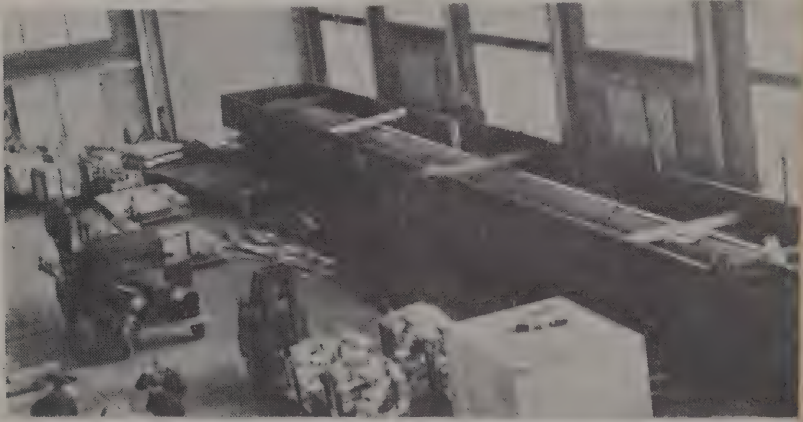
NEAR THE Ormsby house work was begun on Bldg. 121, with Emmett O'Neill, lower right, in charge.



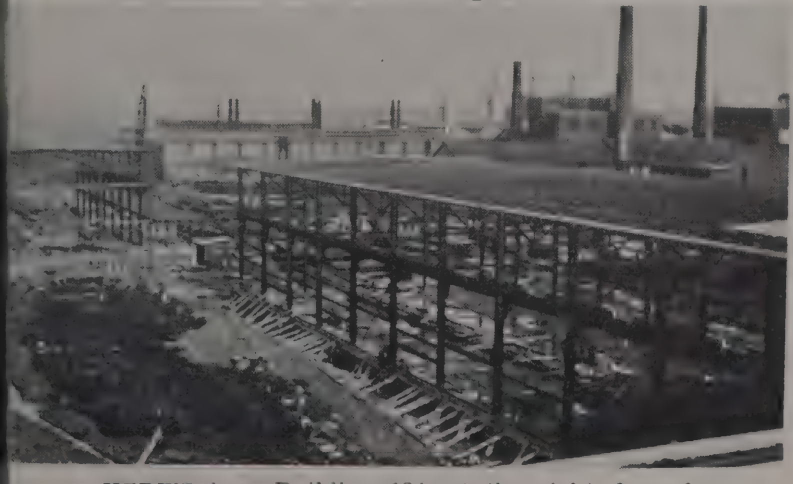
ALSO in '29 the steel work for buildings 124 & 131 looked like this.



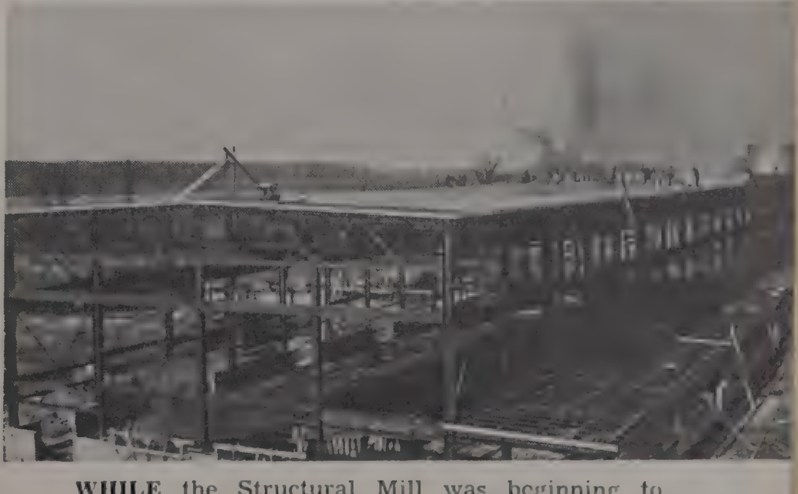
ON January 24, 1929, this first carload of steel was unloaded for the Blooming Mill.



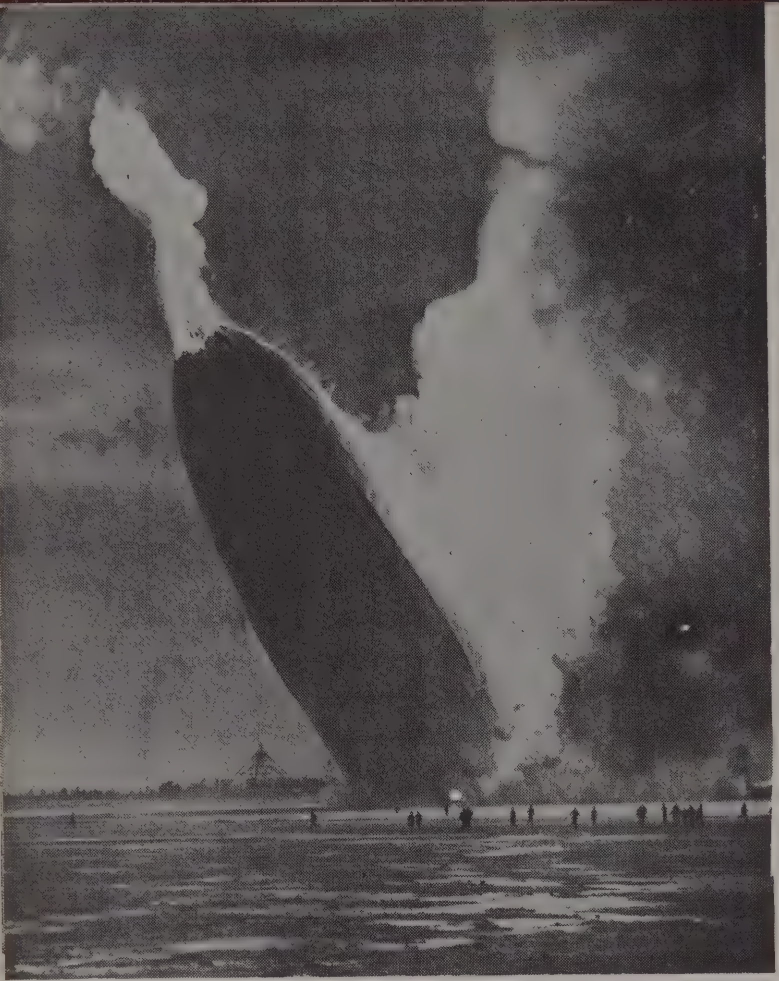
THIS picture shows the first shipment of long material from our plant. The man with the upraised hand is Bob Hutton, of our modern day Blooming Mill.



HERE'S how Building 124, at the right, looked in 1929.

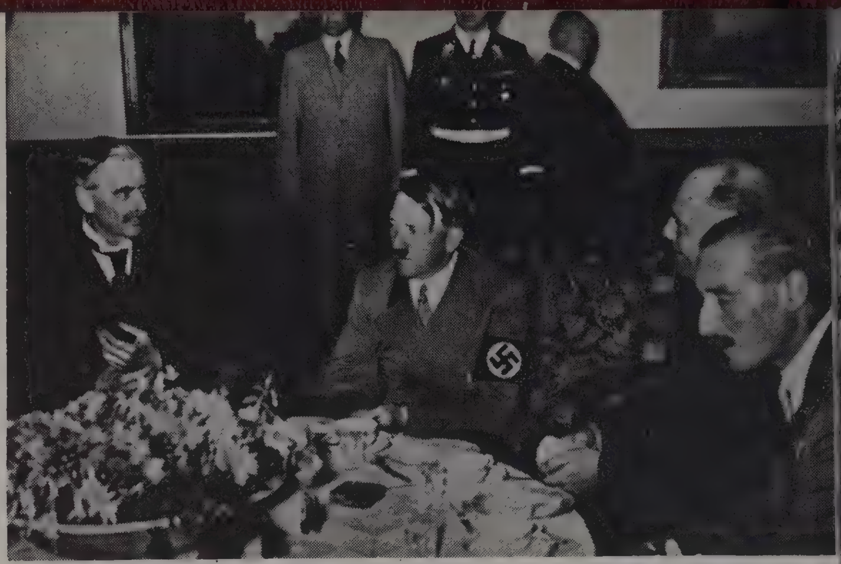


WHILE the Structural Mill was beginning to shape up by mid-'29.



THE HINDENBURG crashed to the ground at Lakehurst, New Jersey, in 1937. Dirigibles were then a popular form of air travel in Germany.

THE THIRTIES—BIG DECISIONS ARE MADE AND JOE LOUIS IS CHAMP



NEVILLE CHAMBERLAIN'S unprecedented flight seeking a solution of the Czechoslovakian controversy made headline news. At right are Von Ribbentrop and Neville Henderson, foreign minister and British ambassador.

BING CROSBY and Jack Oakie were college boys in 1933 in this scene from the movie, "College Humor." Both still entertain us in movies and on radio.

HE MOST famous smile of the cade was F.D.R.'s. He is shown the capital in 1936.

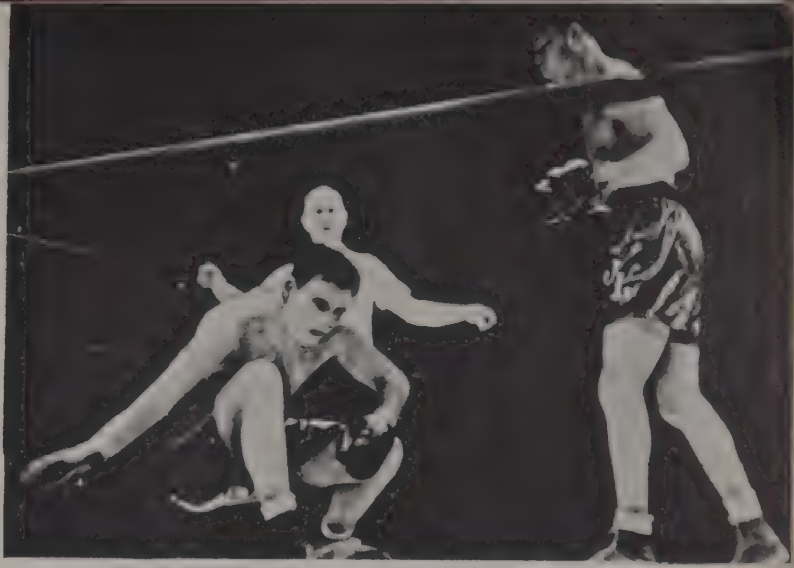
FROM millionaire to apple vendor was not an uncommon occurrence during the depression.

UNEMPLOYED

BIGGEST news story of that year was the abdication of Edward VIII from the British throne. Here is Edward and "friend" Wally.

PLATINUM blond was synono mous with the name Jean Har low.

MUSSOLINI made clear his desire for conquest when he invaded Ethiopia in 1936 and annexed it to the Italian Empire. Here Blackshirts march in the fallen capital past Marshal Badoglio.



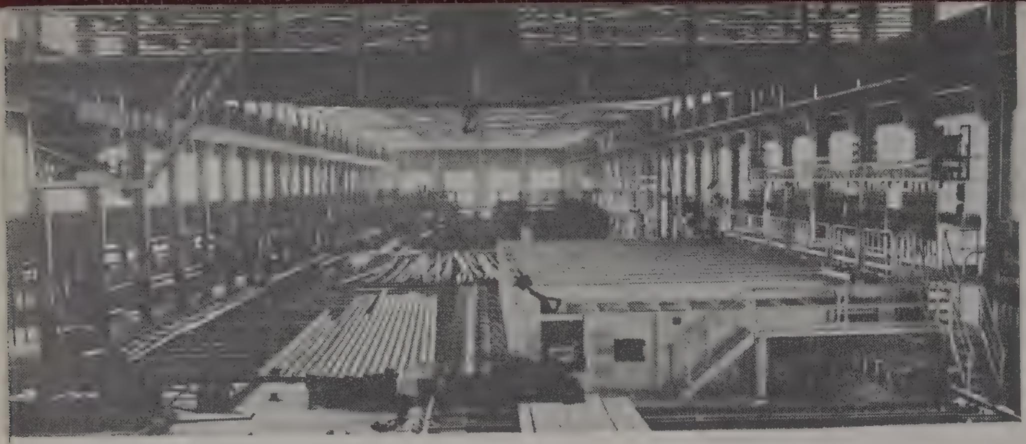
SAID BY MANY to be the greatest heavyweight of them all, Joe Louis won the crown from Jimmy Braddock in 1937 and held it until 1949 when he retired as champ.

EUROPEANS witnessed many scenes like the above after the outbreak of World War II in 1939. Here troops parade for Adolf Hitler at Warsaw, Poland.

THESE TWO MEN controlled the destinies of millions. This was Munich and the Nazi gesture of welcome was made for Il Duce on his visit there in 1937.

MARRIAGE OF convenience was Germany's non-aggression pact with Soviet Russia in 1939 which was broken a year later when the Nazis swarmed into the USSR.

BOOTLEGGERS turned to other fields when their activities were rendered unprofitable by repeal of the 18th Amendment in 1933. Chicagoans here celebrate in a hotel lobby.



EARLY IN 1930 we were producing structural shapes as shown here on finishing tables of our 26" Mill. Ten ton Aluminum crane stands by.

AS SOME of our crane stock rolls out of the mill.

THE APPEARANCE of the R-100 attracted attention of these people at Talcott's Point.

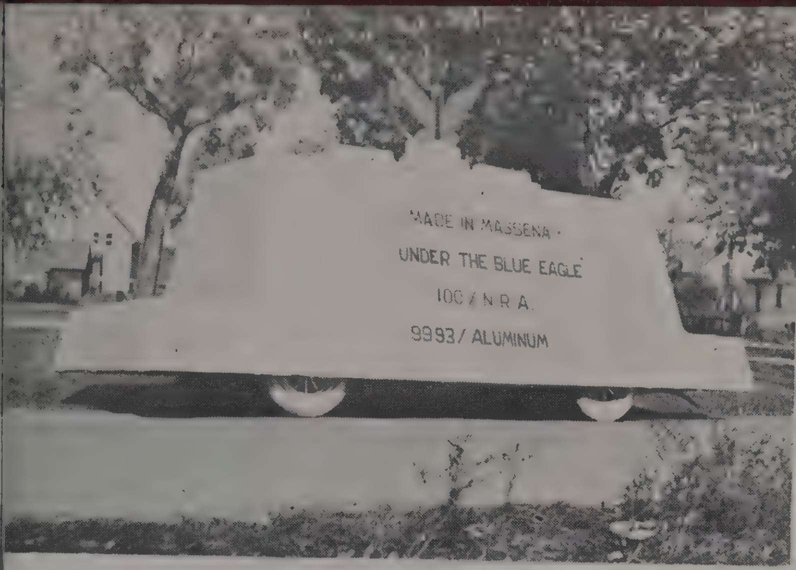
AS DID the visit of Governor F.D.R. who dropped by in '31.

PIG aluminum stock overflowed in 1934

EVEN TO this point between Reduction buildings.

WHILE our 25 Year Club met in '33

and again in '36.


MADE IN MASSENA
UNDER THE BLUE EAGLE
100% N.R.A.
99.93% ALUMINUM

REMEMBER the N.R.A.? This Reduction Plant float paraded in 1933.

RUSTY IRON
WHEELBARROW
170 POUNDS
LIFT ME

WHILE advantages of aluminum were brought to the public eye in this fashion!

THE "Pittsburgh Bridge Order" called for this 8" aluminum channel 90' long.

EARLY in '31, this group of Accessory Finishing men celebrated 25 years with no lost time accidents!

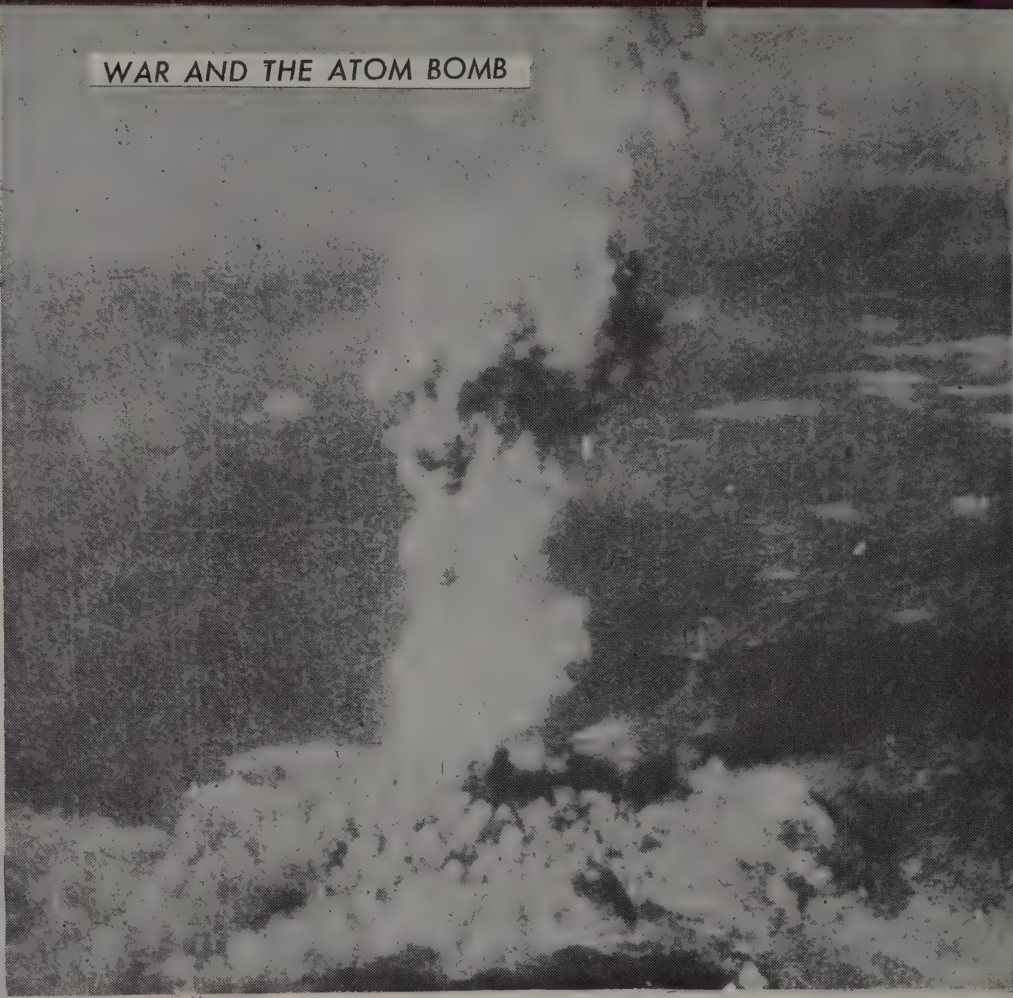
Construction continued at various locations, as noted in the chronological history on the back pages.

READYING for pot lines 40 & 41 in June, 1937.

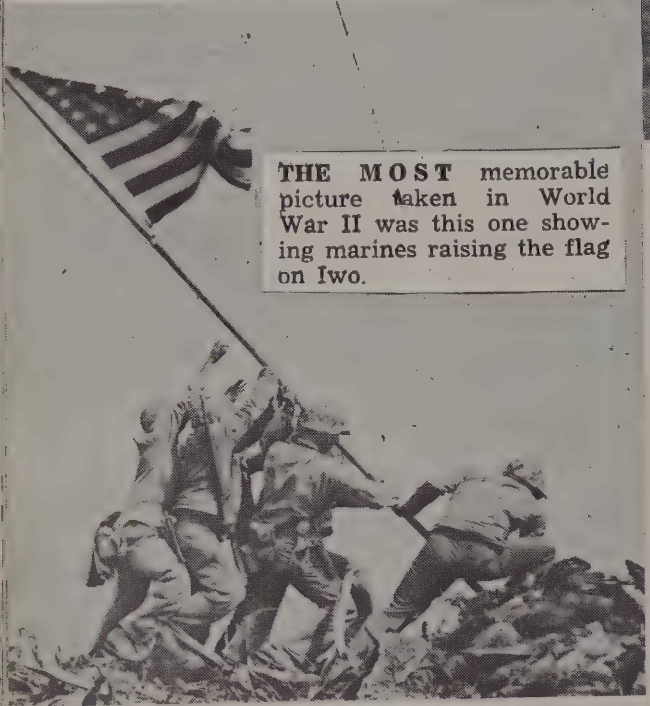
BUILDING 60—Main Office—extension, same year.

WAR AND THE ATOM BOMB

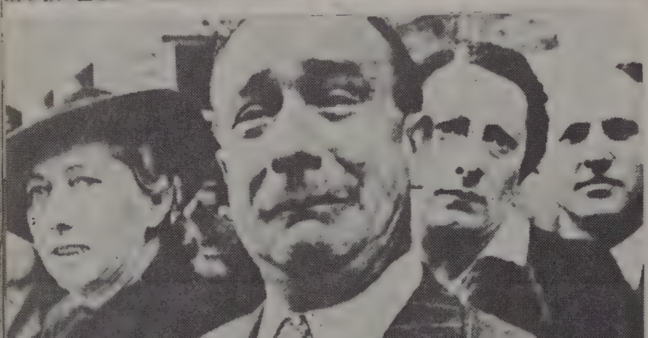
WHILE Saburu Kurusu, right, and Kichisaburo Nomura talked peace, their countrymen bombed Pearl Harbor.



GREATEST JOLT to man's spiritual and moral well-being came in 1945 when atom bombs were dropped on Hiroshima and Nagasaki, bringing an end to the Pacific war against the Japanese. This picture above Hiroshima was made after the bomb was released from an altitude of between 20,000 and 30,000 feet.

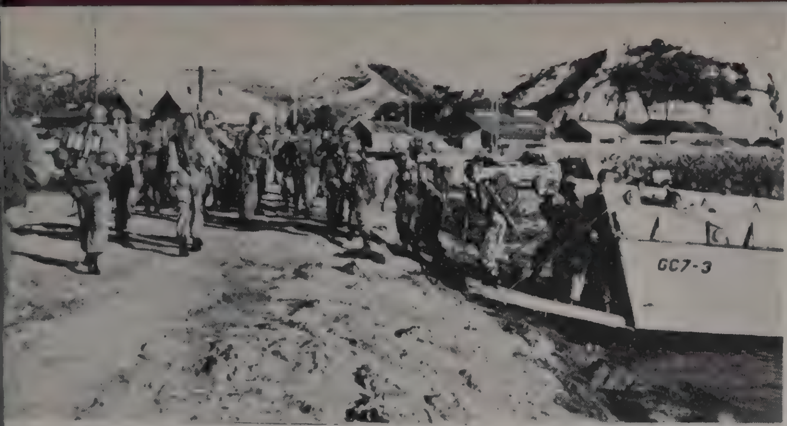


THE MOST memorable picture taken in World War II was this one showing marines raising the flag on Iwo.



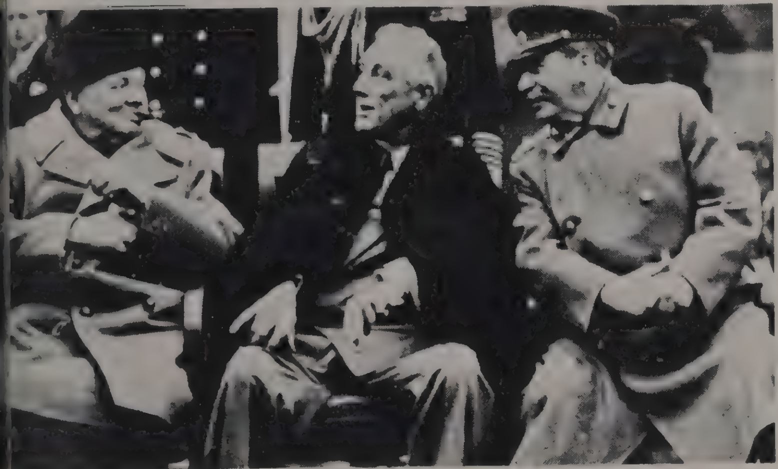
MOST POIGNANT photo taken during the second World War was this study in expressions as France's regiments go into exile.

WAR CRIMINAL Hermann Goering is shown in the prisoners' dock at Nuernberg, Germany in 1946. Admiral Karl Doenitz seems likewise worried.

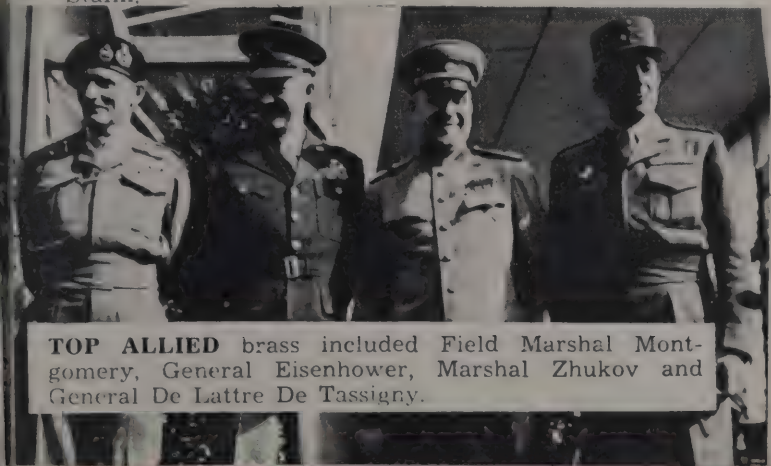


MOST CONTROVERSIAL event in this era has been UN entry in the Korean conflict with Americans carrying most of the load. Shown are Yanks landing at Pohang.

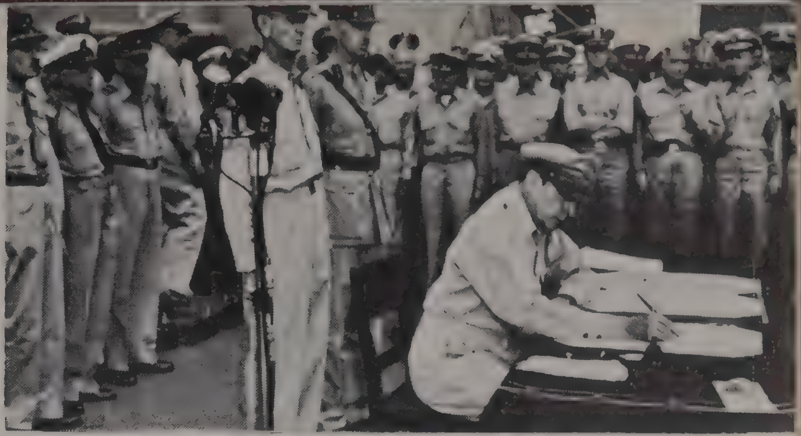
THIS PILLBOX was well blasted on Tarawa Island in the South Pacific after invasion by U. S. Marines. Bodies of dead Japs are strewn about.



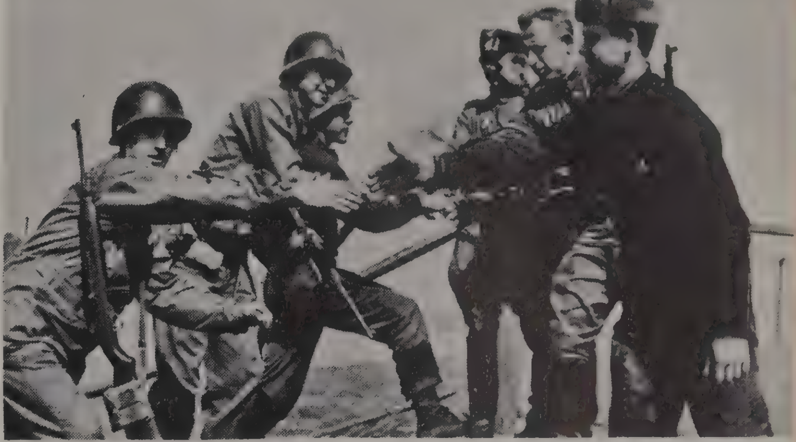
ONE OF MANY meetings between Allied leaders was the Yalta Conference attended by Prime Minister Churchill, President Roosevelt and Marshal Josef Stalin.



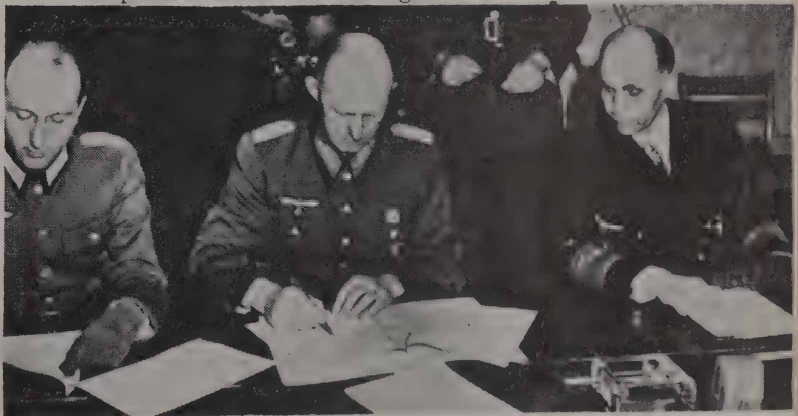
TOP ALLIED brass included Field Marshal Montgomery, General Eisenhower, Marshal Zhukov and General De Lattre De Tassigny.



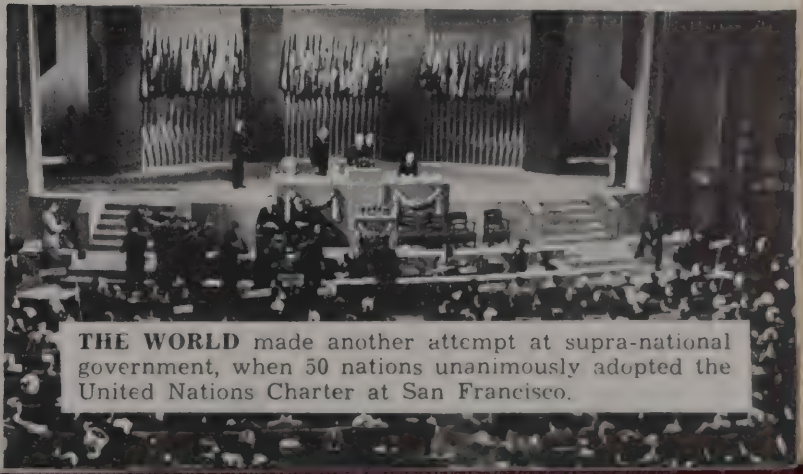
AFTER SPECTACULAR amphibious reconquest of the Southwest Pacific General MacArthur signs surrender document on USS Missouri, bringing Japanese war to a close.



SYMBOLIC of the wartime unity of Allies was this photo showing Yanks meeting Russians at Elbe River in Torgau, Germany. Since then a great deal of water has passed under that bridge.



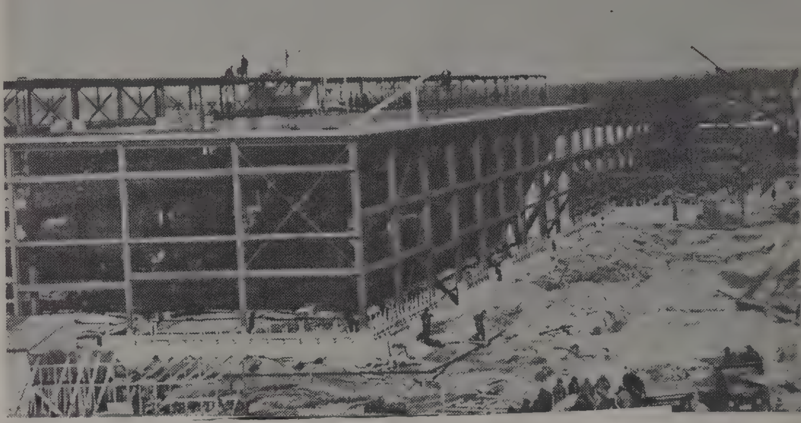
COMPLETE SURRENDER came after six long years of war against Nazi Germany. German Chief of Staff Jodl, center, signs terms at SHAEF Headquarters in Rheims, France.



THE WORLD made another attempt at supra-national government, when 50 nations unanimously adopted the United Nations Charter at San Francisco.

CONSTRUCTION WAS HEAVY IN THE EARLY FORTIES

THE Machine Shop expanded


AND Bldg. 140 sprung up

FILLING in the swamp near 140 was a big job.

AS foundations started for Buildings 121 and 122.

A SHELTER was provided for this engine near 140. Steam was used for construction work.

UP THE road and over a bit 79-C steelwork was being raised.

LATE in '42, the 12" Morgan Mill foundations were appearing in 140.

AS THE Lawrie helped near the site of the new R.R. canal bridge.

WE BUILT and operated the St. Lawrence Plant for our government; we purchased it in 1950.

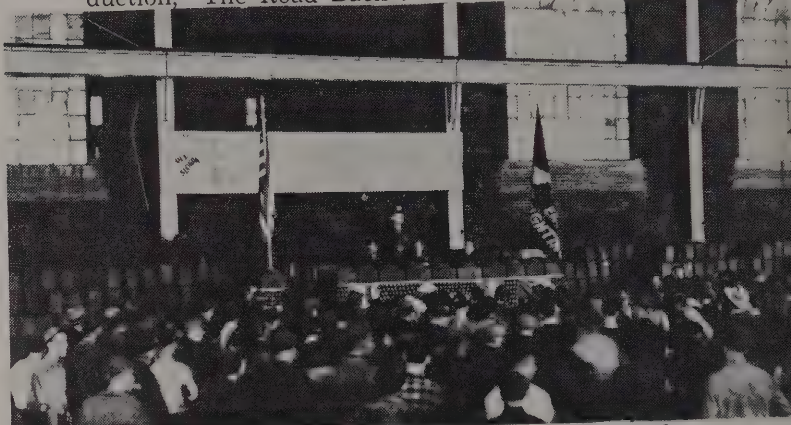
THESE GENERAL VIEWS
GIVE SOME IDEA OF
WORK CONDITIONS

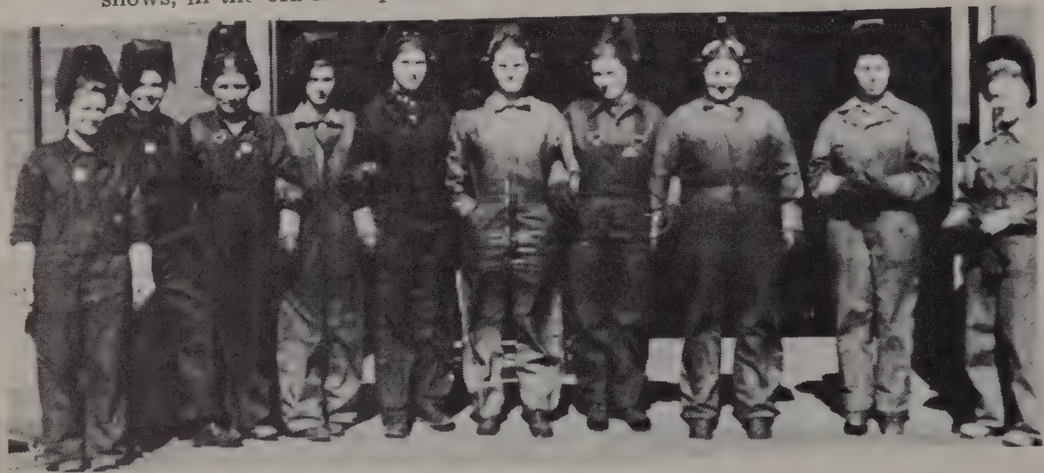
LABOR MANAGEMENT IN THE SECOND GREAT WAR YEARS STIMULATED INTEREST IN

PATRIOTIC displays of legs as here in "Gowns by Yvette."

AND COSTUMES like these featured in the production, "The Road Back".

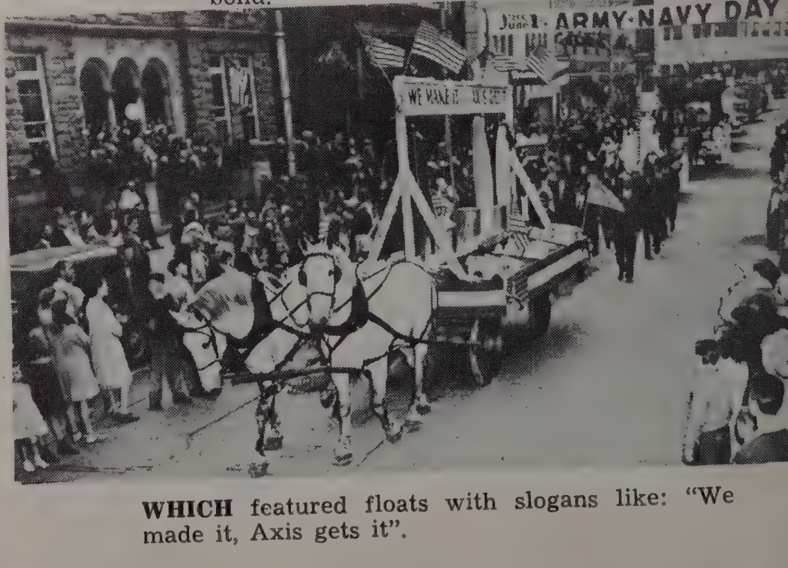
HERE IS A typical general rehearsal for such shows, in the old fibre plant building.


RALLIES, too, were many. Above scene echoed "Keep the Eagle Fighting" through the Carbon Plant.

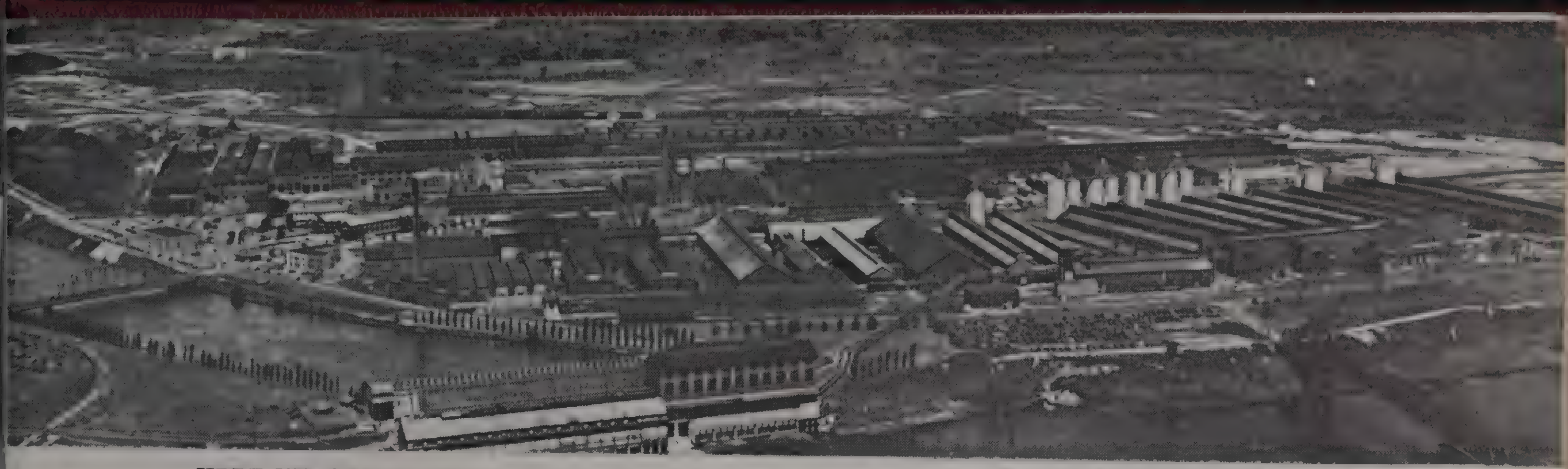

WOMEN worked in this war, too, sacrificing pretty hats for more practical welding shields.

AS A mother who had made her sacrifice does still more buying a war bond.

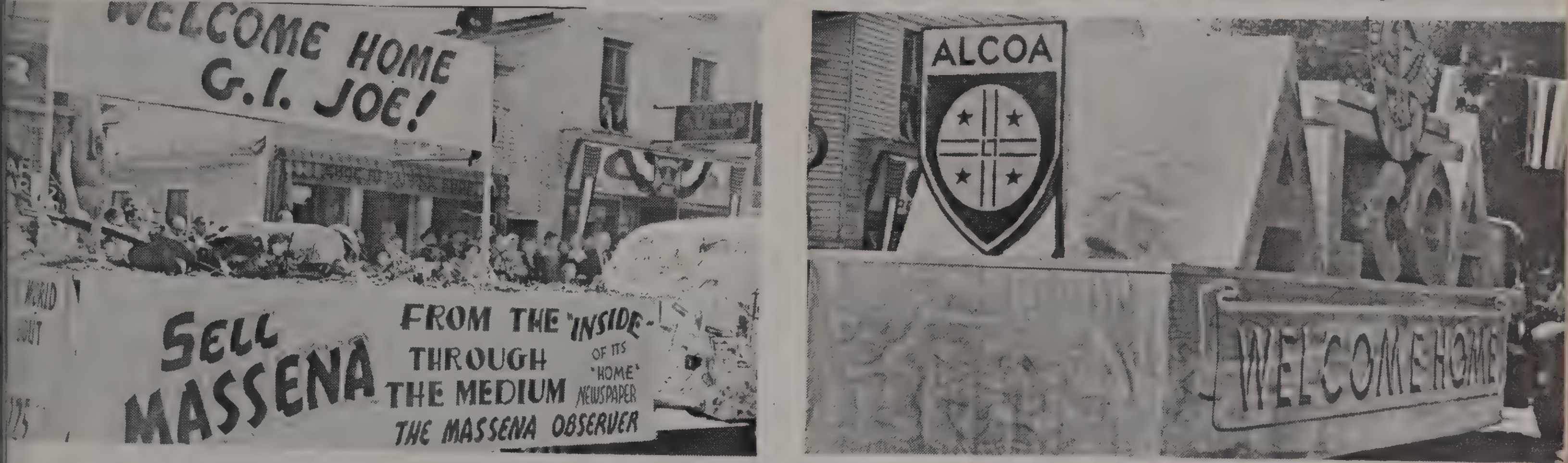
ARMY-NAVY DAY
MEN OF Plant Protection paraded in a 1943 Army-Navy day event.



WHICH featured floats with slogans like: "We made it, Axis gets it".



HERE WE ARE in the late forties, St. Lawrence Plant in background, power house in immediate foreground.

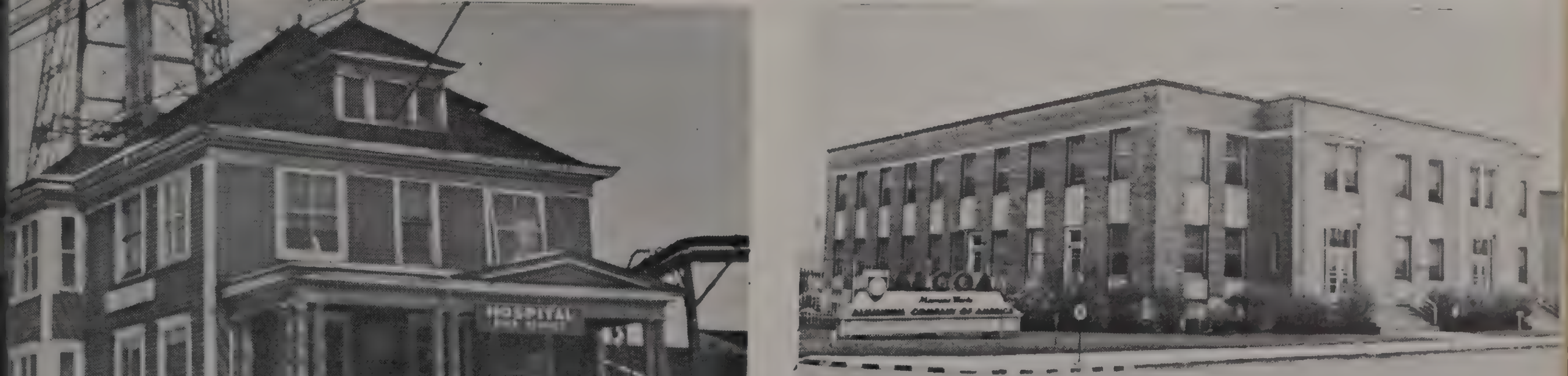

WELCOME HOME G.I. JOE!
SELL MASSENA
FROM THE 'INSIDE' OF ITS 'HOME' NEWSPAPER
THROUGH THE MEDIUM
THE MASSENA OBSERVER
ALCOA
ALCOA
WELCOME HOME

WITH THE war over, floats again paraded. The year: 1946.

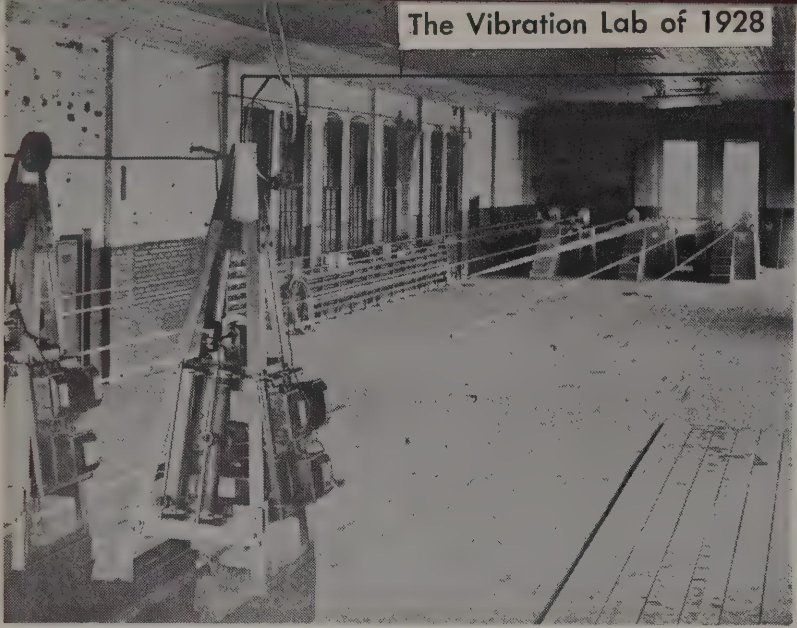
A RAPIDLY-GROWING 25 Year Club (founded locally in 1930) had dinner in the plant cafeteria in '46.

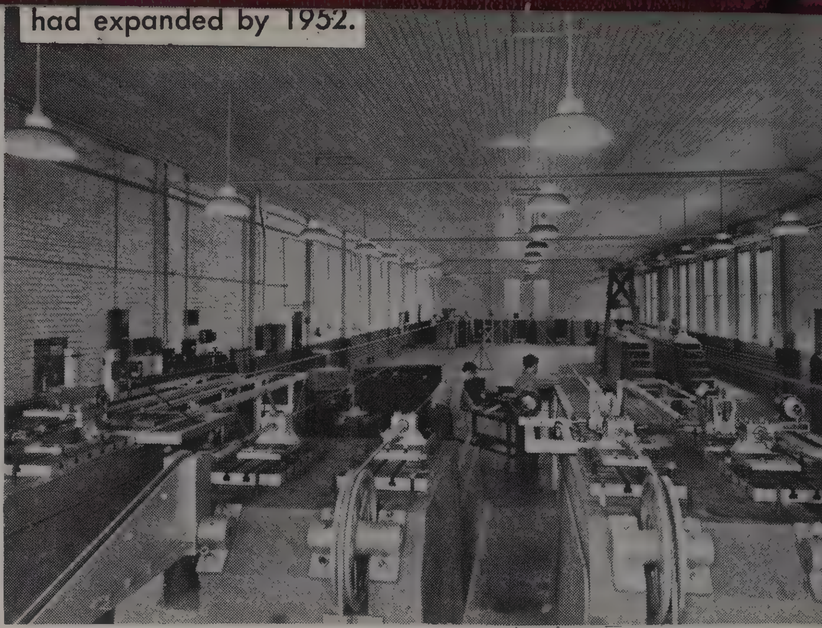
WILLIAM HOOPES

FOUR YEARS later riverman Charlie Blair became the first Massena Alcoan to join the 50 Year Club.


HOSPITAL
ALCOA

AND THE old hospital building, left, gave way to a new Personnel-Medical building. The Alcoa sign, of aluminum, was added in 1950.





STORY OF THE ELECTRICAL CONDUCTOR LAB AT MASSENA WORKS

In the summer of 1925 the first vibration test of aluminum cable was made at Massena Works, in building No. 1, the Cable Mill. That same summer an outdoor span of single cable between two poles was erected and vibrated, using an electric motor and cam arrangement.

The Vibration Laboratory was established in its present location in 1928. From that date until 1937 the Lab was known as the Massena Branch of the Aluminum Research Laboratories of New Kensington, Pa. After 1937, these operations, housed in the Fibre Plant building, became known by the more familiar title, Electrical Conductor (E.C.) Lab.

Since 1948 the correct name for the EC Lab has been the Electrical Engineering Division of the Aluminum Research Laboratories.

As may be seen in the accompanying pictures, the "EC" Lab has progressed far since the early vibration work on wire and cable. Mechanical devices have given way to electrical and the work of these research folks is there—now and in future years, ready to be evaluated.

MANY electrical tests have been made in the electrical testing room which includes equipment as shown here.

THIS was a cable test pole east of the plant. The car gives approximate date.

WHILE here we see a modern network of testing facilities—also east of the plant.

OUR SUBSIDIARY COMPANY, THE M.T.R.R., HAS DONE ITS PART IN HELPING US DEVELOP THROUGH THE YEARS.

THE OLD: Bridge across Grasse River built in 1897.

THE NEW: Bridge across Grasse River built in 1946

No history of the aluminum industry at Massena would be complete without an outline of the work of the Massena Terminal Railroad Company—the railroad that hauls raw materials into the plant and moves the finished products away.

Since April 15, 1915, the MTRR has been operated by its own organization, although the present railroad company was incorporated May 1, 1900. At the turn of the century, the railroad was operated by the New York Central and Hudson River Railroad Company, and later by the New York Central Railroad Company. First president was W. F. Zimmerman and officers serving with him were T. R. Gillespie, H. P. Davison and C. R. Hebard. Since that time the officers have included men like R. B. Mellon, A. V. Davis, G. R. Gibbons, R. E. Withers, R. A. Hunt, V. C. Doerschuk, C. M. Hall, A. M. Nutt, A. J. Hanmer, and others.

James Davies, of E. St. Louis, who supplied background material for this page, has been president since 1936. C. C. Doettling is local superintendent of the M.T.R.R.

The railroad itself was built in the year 1897 and ran from the junction of the Rome, Watertown and Ogdensburg Railroad (now N.Y.C.) and Grand Trunk Railroad (now Canadian National Railroad) at Massena Springs to the powerhouse of St. Lawrence River Power Company on the north side of the Grasse River. The Racquette and Grasse rivers were crossed on steel truss bridges built on sandstone piers. Grades were rather steep but work was well done: No important changes were made until the rebuilding program of '45 and '46.

Because such a large part of the railroad is located on high embankments and on bridge structures, the M.T.R.R. has been dubbed the "Massena Elevated".

We know the Grasse River bridge from its aluminum span which is designed to support the same loads as the steel spans but which weighs 53,000 pounds to 128,000 for a comparable steel span. This span, another Alcoa "first", was shipped to Massena complete and was set in place September 26, 1946. Just 30 minutes time was required to lift the span from the freight cars on which it was shipped and install it on the piers.

The Massena Terminal Railroad Company has performed its part well in helping to develop the story of Massena Works.

HERE'S an Aluminum-painted MTRR train complete with crew. Year: 1931

ONE of the new Diesels brings in a line of cars over the Power Canal.

MASSENA ALCOAN REPORTER ASKS J. H. DeKLYN ABOUT THE FUTURE

OUTLOOK—*In this Alcoan we have reviewed the past and we can be proud of the first fifty years of Massena Works. It has been said that "the past is prologue" and this issue would not be complete without a thought of the future. We asked J. H. DeKlyn, Manager of Massena Operations, what he thought the future holds for Massena Works. The following is a digest of his remarks:*

FAITH IN THE FUTURE—Could be called the keynote of the attitude of Mr. DeKlyn and other top Alcoa executives. Reoccurring frequently in their comments are references to the people who comprise Alcoa. The kind of men and women who have been responsible for our progress in the past are our best bet for future success. As we find and develop more good men in the future so will the operations at Massena continue to make a worthwhile contribution to our country and this area. We hope that we can make our work so that our people will continue to enjoy it and realize they are making a real contribution. Our people are the key to the future.

THERE WILL BE RISKS—No one can guarantee what tomorrow will bring. We are confident that the future of aluminum is bright but only to the extent we are able to meet and create market demands will we insure our success. When our present defense emergency needs are met and our civilian customers will be able to buy from many suppliers then will come our great test. It is true that there are great markets to be developed in aluminum but it is also true that customers can buy from many others. We believe that through alert research and development, efficient production and aggressive sales that we can face the future with confidence. We will have problems to be sure. No forward step has been made without risks and hard work. That has been the pattern of Alcoa in the past and we firmly believe the same formula will assure the future.

DEFENSE NEEDS HAVE FIRST CALL on our efforts at this time and as with all Alcoa Plants we are meeting the defense needs. This will be our number one job until our nation is strong enough to assure peace. We are all bending our efforts to meet these urgent needs, but we also look to the day when aluminum can be used in increased quanities to make our lives happier and more comfortable.

As I Remember

We asked these five representative "old-timers" to meet with us in a casual chat about the "good old days". We wanted to find out more on how people made out in the early days of our Massena Works. We had a big list to choose from, men with us now as well as retired employees. We did select these five men whose cumulative years of experience total nearly 250—all with our company. These men are Bob Danforth, Main Office; Charlie Blair, River Department; Jack Silmser, Potrooms; Dominic Pellegrino, Yard Department; and "Rusty" Cahill, Merchant Mill.

Here is what was said at this meeting:

Rusty: "Fifty years ago I was carrying water for the steam shovel work on the power canal. The plant? No plant at that time but it soon got under way. I never expected it'd grow so big."

Jack: "About the time I came here the first cranes had arrived and we started producing aluminum. Carbon anodes of the day were a 2⅞" size."

Bob: "I remember those anodes. We use more carbon now and of course the size is bigger."

Jack: "We tapped the metal through a hole with a drill driven in with a sledge. The aluminum ran out into a crucible which sat in a hole in the floor."

Rusty: "As a craneman I watched this process. The metal was "froze" in by putting in a plug when the cruce was full."

Dominic: "T. A. Gillespie Company was my first job back in 1901. Gillespie had three shovels then and a man named Bumstead was in charge."

Charlie: "He was engineer at the power house and had general charge there."

(At this point a question was asked Charlie Blair).

"I began diving in 1905. It was just about the same diving outfit as they use today and I wore it for work around the power house and the canal. About 1918 the intake was well established and I've been there since about that time. The weirs were put in along about then, you know."

Bob: "I remember those days very well. Guess I'm the oldest man here next to Charlie Blair."

Charlie: "Yes, I helped carry his desk in when he came to work for us." *(Editor's note: Bob Danforth is an alumnus of Clarkson College of Technology and was a member of that school's first graduating class.)*

Bob: "Yes, I well remember when the Pittsburgh Reduction Company came here, then a 2 x 4 company, and I watched it grow through the years to the largest organization in the North Country. We worked harder in those days and we put in longer hours at much less reward. We had a very small personnel and few mill employees, but we all knew each other and cooperated with each other. I think we all made a comfortable living and when our day's work was done we found time to do a little playing. I really think we were as happy in those days as we are today. Today we get better hours, much more pay but what we earned then belonged to us and not to the government."

Charlie: "Remember the surreys?

Bob: "Yes, they were a high class rig in those days! I used a bicycle myself much of the time."

(Please turn to last page of this Anniversary Number.)

Below: Five men who cooperated in making possible this page:Blair, Danforth, Cahill, Pellegrino, Silmser.

1902: Pittsburgh Reduction breaks ground for initial plant. Wm. I. Bishop, Construction Superintendent; Jay Castleman, Assistant.
Bridge over Turbine Chambers at Powerhouse opened for public traffic. Closed when Combination Bridge was erected in 1907.
Pile Trestle Bridge erected across canal midway between Combination Bridge and Powerhouse — Railroad and Foot passengers. For benefit of Pittsburgh Reduction Company. Removed on completion of Combination Bridge in 1907.
Powerhouse completed. E. B. Bumstead, General Manager.

1903: The St. Lawrence Power Company becomes "The St. Lawrence River Power Company."
Pine Grove Realty Company incorporated. James Barclay, President; E. B. Bumstead, Secretary & Treasurer.
First Aluminum reduced in new Plant —about 2 tons Ore imported from England. William I. Bishop, Superintendent; Allen MacDougall, Assistant; Henry M. Hall, Superintendent Upper Level.
Pittsburgh Reduction Company erects or purchases 25 dwellings in Pine Grove.

1904: Watertown Free Excursion (first of several) for Pine Grove Lot Sale.
Original Deed for Alcoa Mill Site—Corrective Deed 1905.

1905: Herbert Hoover, as consulting engineer, visits Power Development and recommends it be used locally instead of export.

1906: Personnel of The St. Lawrence River Power Company: General Manager—E. Bradford Bumstead; Electrical Superintendent—Irving A. Taylor; Assistant Electrical Superintendent—R. T. Danforth; Hydraulic Superintendent—Geo. W. Martin; Office Manager and Stenographer—R. D. Pierce; Office Boy—Will Stearns; Surveyor—C. W. Judson; Powerhouse Foreman —James Strand; Ice Fighting Foreman—George Aikman; Diver—Charles Blair; Collector of Uptown Utilities Frank A. Hough.
Party of English Stockholders visit Power Canal to look over their investments.
The Pittsburgh Reduction Company purchases The St. Lawrence River Power Co. and its subsidiaries—98 per cent of its common stock.

1907: Pittsburgh Reduction Company becomes "Aluminum Company of America".
Village grants building permit for Kreusler Houses. These multiple houses consisting of 105 apartments erected during the year.
Ladder Dredge "Alfred E. Hunt" and 24" Hydraulic Dredge "Zancle" (afterwards "Gillespie") brought to Canal Shipyard at Massena to be completed and electrically equipped. Extensive Dredging operations about to start.
Combination Bridge across canal erected, replacing public roadway over turbine chambers and pile trestle railroad bridge.

1908: Office personnel: A. C. MacDougall, Acting Superintendent; H. M. Hall, Upper Level; G. W. Barker, Chief Clerk; J. B. Bayley, Paymaster; R. T. Danforth, Engineering; Will Stearns, Office Boy; Maud Reed, Stenographer; Mary Canton, Telephones.

1909: Canal Dredging starts and continues through 1914. Ladder Dredge "A. E. Hunt"; 24" Hydraulic Dredge "Zancle or Gillespie"; 20" Hydraulic Dredge "C. M. Hall"; Dipper Dredge "R. B. Mellon"; Orange Peel Dredge "A. K. Laurie"; Rockbreaker "Tonawanda". Tugs "Monitor"; "Gem"; "Hebard"; "DeGrasse"; "Amos Lay".

1910: T. A. Gillespie Company starts the construction of Forebay Dam and new Powerhouse.

1911: Extensions added to Building No. 8 (Carbon Storage).

1912: Dredge "Hunt" partly destroyed by fire at Canal Dock—Immediately rebuilt.
New Powerhouse (Bldg. 29) started (Completed 1913).

1913: Reconditioned Dredge "Hunt" starts operations in Canal.
Erection of Cedars Reduction Plant started by T. A. Gillespie Co
Federal Permit secured to dredge Grasse River.
Dredge Gillespie moved to Grasse River for next season's work.
Canal Dredging practically completed.
New Buildings erected: No. 29—Powerhouse, No. 50—Carbons, No. 60—Main Office. Extensions to other buildings.

1914: Philip H. Falter succeeds F. A. Stoughton as Plant Superintendent. New Office Building No. 60 opened. Old Office (Building No. 6) converted into Hospital & M.T.R.R. Office. Grasse River Dredging starts (Ends 1918). Dredges "Hunt", "Gillespie", "Hall", "Mellon" and leased dredges "Empire" & "Lincoln". Rock Breaker "Tonawanda". Tugs "Monitor", "Amos Lay" and "DeGrasse".
V. C. Doerschuk replaces P. H. Falter as Superintendent. New Setup—V. C. Doerschuk, Lower Level; H. M. Hall, Upper Level; A. M. Nutt, Outside Properties.
New Buildings Erected: No. 20—Rodding, 21—Ore Tanks, 22, 24, 26, 28—Cedars Potrooms, 23—Rotaries, 25—Transformers, 27—Oil House, 37—Lightning Arresters, 43—Employment, 52—Carbon, 53—Cleaning, 55 Crushing, 56—Storage, 57—Calciners, 58—Grinding, 59—Mixers, 66—Stores, 67—Machine Shop, 68—Blacksmith Shop, 69—Tool Shed, Extensions to Buildings 1 & 50. 1,000,000 gallon Mill Supply Tank—replacing old 50,000 Mill Supply near Bldg. 66, erected East of Bldg. 131.

1915: First Cedars Power Imported. ... .
New Buildings Erected: Nos. 16 & 18—Canal Potrooms, 19 Ore Tanks, 32—Cedars Potroom, 45—Restaurant, 70—Pipe Shop, 72—Pipe Fitters, 81—Reclamation.

1916: Construction of Athletic Field started. New Buildings Erected: Nos. 7—Lumber Shed, 33—Clockhouse, 34, 36, 38—Potrooms, 35—Potlining, 49—Gas Producers, 54—Carbon Storage.

1917: Dredge "Mellon" at work in Canal. Playground & Wading Pool added as annex to Athletic Field.
New Buildings Erected: No. 71—Chemical Lab.

1918: Aluminum Bulletin starts publication (Suspends 12-31-20).
A. V. Davis addresses workers at Alcoa Field.
Labor Day Circus at Athletic Field.

1919: Reclamation Department organized. Home Coming Celebration.

1920: New Chemical Laboratory opens. Fence completed around Athletic Field

1925: Talcott farm purchased in Louisville for Golf Club.

1926: Massena Country Club leases Talcott farm for Golf Course.
New Buildings Erected by Alcoa—No. 79 (Merchant Mill). No. 83—Physical Laboratory.

1928: Arthur Vail, Upper Level Superintendent, departs—Replaced by R. T. Whitzel.
Brooklyn Nations 9—Alcoa 8 (11 Innings Baseball).

1929: First Ingot Rolled in New Blooming Mill.
New Buildings Erected: No. 119—Oil Storage Pit, No. 121—Remelting, Nos. 123, 124, 125—Blooming Mill, No. 131—26" Mill.

1930: Governor Franklin D. & Mrs. Roosevelt guests of Alcoa with dinner at Massena Country Club
Wading Pool near Athletic Field filled up by order Board of Health.
Massena 25-Year Club organized.

1934: Aluminum Workers Union No. 19256 organized.

1935: R. T. Whitzel replaces V. C. Doerschuk as Superintendent.
Pine Grove Realty Co. liquidated. Realty Department created to take care of Housing.

1937: New Buildings Erected—No. 40, 41 Potrooms, 42—Clockhouse, 48—Rectifier.

1939: Dial Telephones in service at Plant. New Buildings Erected—No. 120 (Remelting). Extensions to Nos. 79, 121, 122, 124.

1940: New Buildings Erected—No. 140 (Morgan Mill). Additions to Nos. 1, 67, 68, 79, 83, 121, 123, 124, 131.

1941: Identification buttons for employees started.
Homecroft Realty Corporation incorporated.
Ground broken for Plancor (St. Lawrence) Plant.
During World War II, extra precautions taken to guard the Aluminum Plant by a thorough check of employees; placing of extra guards and organizing an Air Warden Patrol while the Government used Federal Troops to patrol the Taylorville Transmission Line and the American Section of the Cedars Line. These troops were quartered in barracks in old Silk Mill in village, Hawkins Point and Barnharts Island.

(Please turn to last page of this Anniversary Number.)

Charlie: "Mine was the old buckboard and horse. Many's the time I went to Norfolk that way. Hubbard (bus line) was around by 1912 and we used it at dredging time down Massena Center way."

(A question was directed at Dominic Pellegrino).

Dominic: "None of us expected the big changes we've seen. All was hand work then. It took 16 men to keep 5 potrooms going: Now 3 men do the job of keeping 12 running. It's better production today and more jobs for everyone. In 1907, for instance, we unloaded ore (alumina) by hand. A lot of dust. Later we used automatic scraper, a lot easier. Why, we used a gang of men all day to unload a boxcar of ore. Now it's less than an hour and a half's work —with two men! And how well I remember how we brought pig to the remelt department by horse and buggy!"

Jack: "Those were the days! When I began working for the Pittsburgh Reduction Company in April, 1903, we had four buildings under construction, part of numbers eight, ten, twelve and fifteen. By August of that year these were finished. I'd been working in the power house, helping set up the first D. C. generators and later moved on to the machine shop which consisted of one lathe, one drill press and one blacksmith forge! I worked there until August 24, 1903, when the first power was turned on 48 pots, in potroom twelve. We used 60 carbons to a pot then. I have seen the plant grow from these four buildings to the present large scale production and an awful lot of changes have taken place in working conditions during that time."

Rusty: "Remember the excursion train that came in here? Used to bring people from all over the area to show 'em the place. I've worked at a lot of different jobs since those early days and, believe me, I never expected to see so big a place today. There sure wasn't much to it then."

(At this point we called a halt to our informal meeting and ajourned for lunch. All agreed that much more could have been said but all were pleased at what had been accomplished. So we called it a day, shook hands all around and left—each man to his own recollections.)

YEARLY HISTORY—Concluded

1942: First reduction of aluminum from Plancor (St. Lawrence) Plant.
Saboteurs with Massena Map captured from German Submarine on Long Island.
New Railroad Bridge erected across Power Canal by M.T.R.R.
New Buildings erected: Blooming Mill, Remelt and Related. Extensions to Bldgs. 79, 140, and others.

1943: Army & Navy Day at Massena Works.
Massena Alcoan starts publication.
Plancor No. 226 renamed "St. Lawrence Plant".

1944: Plant Cafeteria opens.

1946: R. T. Whitzel becomes Manager Massena Operations. E. G. Schoeffel—Reduction Manager. John H. DeKlyn—Fabricating Manager.
Office Workers Union No. 180 chartered.
First Aluminum Bridge Span in U. S. placed in new Grasse River Railroad Bridge.
New M.T.R.R. put in operation.

1947: First issue "Management Memo".
New Personnel Building in Service—Old Hospital Building (No. 6) torn down.
Dr. M. J. Elder replaces Dr. C. E. Elkins as Plant Physician.

1948: Alcoa makes Purchase Agreement with Government for St. Lawrence Plant—Takes possession Nov. 11.

1950: St. Lawrence Aluminum Plant Purchased.
500th Member Inducted in 25 Year Club.
First 50-Year Man Massena Works—Charles Blair.

1951: First potline in operation—St. Lawrence Plant.
Final disposition of 14-year Government Suit.
R. T. Whitzel, Manager Massena Operations, transferred to Pittsburgh—Succeeded by J. H. DeKlyn.
Arthur J. Stewart becomes Works Manager Fabricating Division.
Reconstructed combination bridge opened to public.
Tube system from Blooming Mill to Laboratory in operation.

We Sincerely Thank You

Since this month represents the Golden Anniversary of Massena Works your editors decided to devote an entire enlarged edition of the Massena Alcoan to a history of the plant and of the times during which it grew. Along with as much historical information as we could reasonably and impartially use, we decided also to devote a great deal of space in this issue to those national and international events that were occurring as our company was growing. We have done this in the belief that no strictly Massena Works history would mean much outside the context of the revolutionary changes that have occurred during the past fifty years. Naturally we can't in our limited—if expanded—space cover everything. We only hope that what we have presented will help provide a better appreciation and understanding of what the last fifty years have meant to us as individuals.

We have advanced rapidly in the past fifty years and as pointed out on page 38, we are ever planning for the future. For making possible this growth, we're grateful to *you*, our employees, our customers, our friends.

For their kind help in the compilation of this historical material we are indebted to a great many people here in our Great North Country. We want especially to thank Robert T. Danforth for his help in insuring the accuracy of these pages; Mrs. Ella Lahey of Massena for helping us with background material; Leonard Prince for use of early Massena Observer newspaper files; and Franklin R. Little, publisher of the Ogdensburg Journal.

We want also to extend our appreciation to every person in Massena and at Massena Works who contributed copy or photographs—or merely implanted ideas with us through friendly chats.

To all of these people we say, again, thanks!

THE EDITORS

FRONT COVER ILLUSTRATION WAS ADOPTED FROM ARTIST'S CONCEPTION DRAWING OF THE PROPOSED PLANT OF PITTSBURGH REDUCTION COMPANY.

THE CROSSED SHOVELS DESIGN AND THE INSCRIPTION MATERIAL WERE INSPIRED BY THE MOUNTED SHOVELS LOANED US BY MASSENA MASONIC LODGE No. 513.

ALL NATIONAL SCENE PHOTOGRAPHS ILLUSTRATIVE OF THE DECADES BETWEEN 1900 AND 1950 ARE ACCREDITED TO THE ASSOCIATED PRESS.

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OGDENSBURG, NEW YORK

ALCOA
A·C·O·A
ALUMINUM
R

MASSENA *Alcoan*

SESQUI—JUBILEE
1952 *Edition*
JULY—AUGUS

ALCOA
ALCOA
ALCOA ALUMINUM

ALCOA MASSENA WORKS
1902 ——— 1952

TOWN OF MASSENA
1802 ——— 1952

We are Grateful

I want to express my thanks to the men and women of Massena Works for the splendid way all of you supported our combined celebrations of the 150th anniversary of Massena and the 50th of Massena Works. The big wind and rain storm of the evening of June 24 is now but a bad memory. Damage to our plant was extensive but our men were quick to effect a speedy recovery. We are indeed grateful that so much has been done to restore us to normalcy and we are likewise thankful that no lives were lost and injuries due to the storm were at a minimum.

Working under such adverse conditions our men and women of Massena Works are doing a job of which we are all proud.

Letters from various sources, editorials in the newspapers of our entire North Country, remarks made by our own people indicate the extent of the remarkable success of the combined Sesquicentennial and Jubilee celebration of June 26 to June 28.

I want to thank all of you once more for having helped us reorganize our own resources here at the plant and for insuring the success of the three-day celebration. We were glad to be able to carry on with the Alcoa display at Alcoa Field despite some losses and certainly hope you enjoyed your attendance at the various displays arranged "under the big top".

I sincerely hope you will enjoy this issue of the Massena Alcoan as a souvenir of both the Sesqui-Jubilee celebration and the greatest storm in Massena's history.

J. H. DeKLYN

Our Combined Celebrations Won Recognition in U.S. and Canada

MASSENA ALCOAN

Vol. 10 MASSENA ALCOAN No. 7 & 8

Published by and for the members of the Alcoa Family at Massena Works.
Aluminum Company of America
P. O. Box 150
Massena, New York

PAUL A. CROUCH, Editor
F. H. PARKER, Asst. Editor

Correspondents: Mary Agresta, Lillian Carriere, Frances Catanzarite, George Cutler, Frances DeMarco, Zig Dywan, Ben Elder, Annette Fournier, Elsie Gabri, Frank Giles, Betty Golden, Bessie Greene, Amelia Henriques, Lillian Kocienski, Isabel Lantry, Fred Laramy, Albert Leafe, Bill Leafe, Will Longshore, Don Perry, Francis Russell, Mike Romeo, Mark Snider, Mark St. Mary, Mary Scully, Dick Stickles, Jim Tricase, and Walter Wade.

Many newspapers congratulated Massena on its 150 years and the Aluminum Company on its 50 years in Massena. Some of the editorials were as follows:

Ogdensburg Journal

Tomorrow is Alcoa Day in Massena. Massena will observe the 50th anniversary of the Aluminum Company of America in its community with a day's celebration, one of the three of its Sesquicentennial program.

The Company had planned an open house to show its mighty, sprawling plant to everyone. But nature took a hand Tuesday and a storm battered the plant around. As a result the open house had to be called off while emergency measures are being taken to restore full production.

Just 50 years ago the Pittsburgh Reduction Co., later named Aluminum Company of America, secured the right to use some of the power from the Massena Power Canal, built five small buildings and a year later produced its first pig of aluminum.

The dramatic story of past 50 years of the aluminum industry in Massena is told in this month's issue of the Massena Alcoan of which Paul A. Crouch is editor and Fred H. Parker is assistant editor.

The splendid book is prefaced by a message from I. W. Wilson, president of the Aluminum Co. of America, and concludes with an interview with Mr. John H. DeKlyn, Manager of Massena Operations, who speaks of the future of the industry and particularly of the Massena plant.

Massena Observer

Massena has been able to grow and forge ahead due to the fact that men of vision promoted the power canal project and then in 1902—just 50 years ago—the Pittsburgh Reduction Company decided to locate a plant here.

The years have brought tremendous growth of the aluminum industry as more uses have been found for aluminum. And as the plant has grown and expanded, Massena has also grown and expanded.

The most pleasant relationships have always existed between plant and town. Plant and town have worked together on common problems.

Congratulations to the Aluminum Company on its 50th anniversary in Massena.

Cornwall (Canada) Standard-Freeholder

Yesterday was an important day in the history of nearby Massena, N. Y., for it marked the opening of the largest celebrations in the town's history—formal observance of the 150th anniversary of Massena's founding. The Northern New York community of 15,000—known far and wide as the "aluminum town"—has arranged three full days of special events to mark the sesquicentennial in a fitting manner. The observances will be climaxed Saturday when "International Armed Forces Day" will be celebrated. A giant fireworks display that night will conclude the week's events which got under way Thursday.

The two border communities always have had much in common. Like Cornwall, Massena is an industrial town whose progress has been determined largely by manufacturing concerns, particularly the sprawling Aluminum Company of America plant which was established there in 1902. This year Alcoa is celebrating the 50th anniversary of the founding of its Massena Works, which now employs 6,000 persons. Because of their location and makeup, Massena and Cornwall have had similar problems down through the years. Both communities have remained steadfast friends for many years. We are certain Cornwall residents will join with us in extending to Massena and its citizens heartiest congratulations on the event they are celebrating and in wishing them best success in the future.

Rochester Times-Union

Massena is celebrating this year two anniversaries, the 150th anniversary of the town and the 50th anniversary of the location there of the Pittsburgh Reduction Co., which is now the Massena Works, Aluminum Company of America. The Massena of today dates from the latter event.

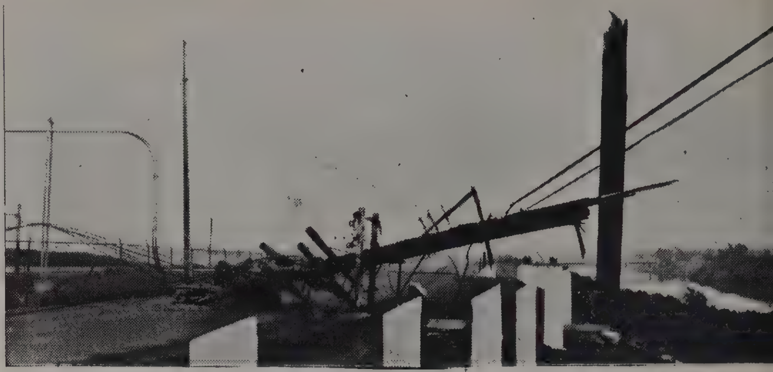
Like petroleum, which was once peddled as a cure for everything from chillblains up, aluminum is one of the few products that have transformed our physical surroundings in the last 50 years. From nothing it has become a necessity in households, shops and to the nation itself. Aluminum goes into everything from a nickel gadget to the costliest warplane.

It has been observed before that half the people of the United States work in industries that did not even exist in 1900. The expansion of the supply of aluminum, in which Massena has played its part, has had a large share in the creation of these new industries.

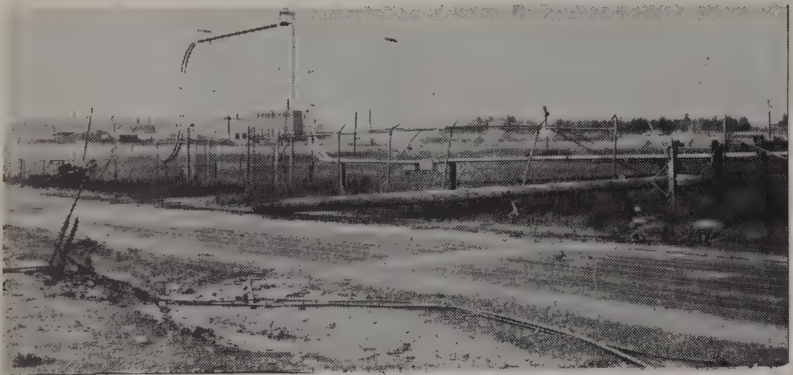
(Please turn to Page 24)

Biggest Windstorm in Massena's History Nearly Disrupted Celebration

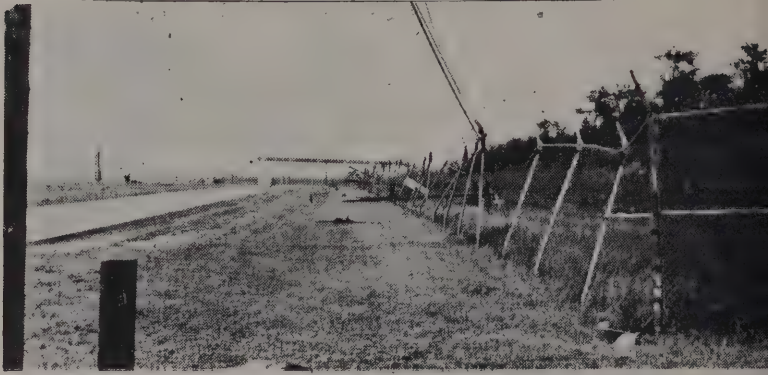
From the east end of the canal road



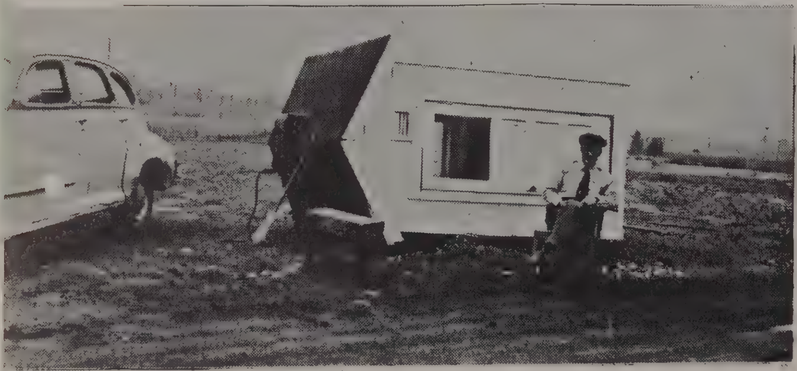
to the far end—every pole snapped off!



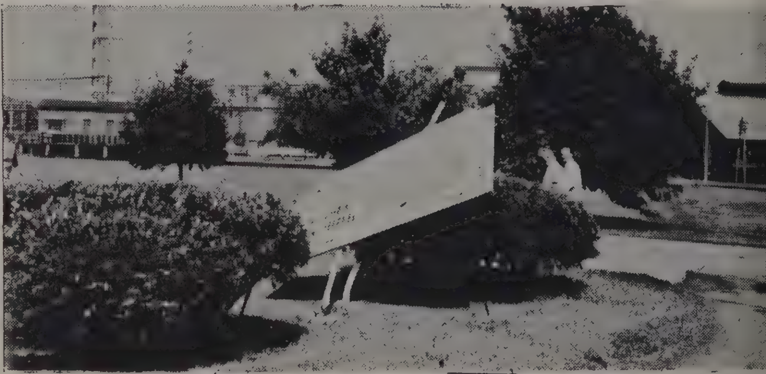
Only the toppling poles could damage the sturdy aluminum pneumatic tube system which valiantly withstood the terrific pressure.



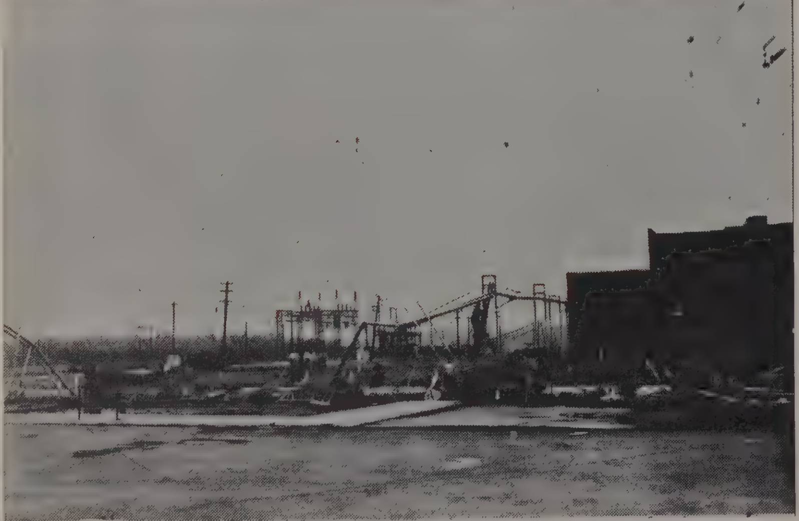
Lines and poles down and this fence on the east near blooming mill had its steel supports twisted like so many match sticks.



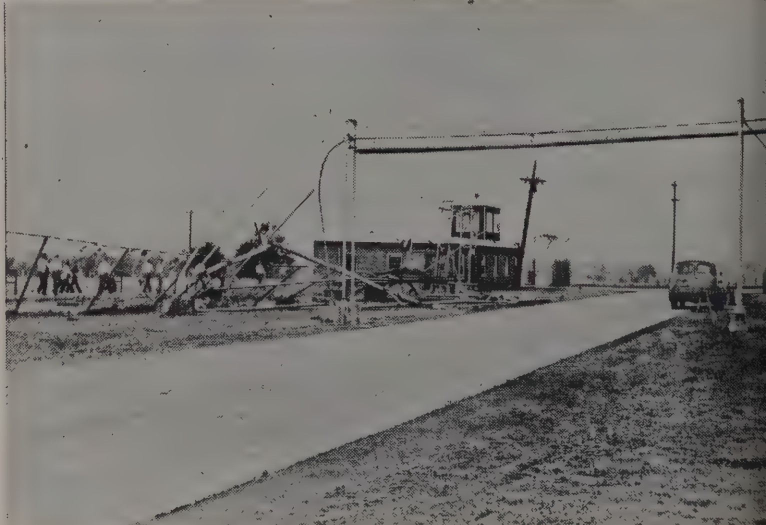
Plant protection man Bruce Scott took a ribbing from everyone passing by—but kept a sense of humor.



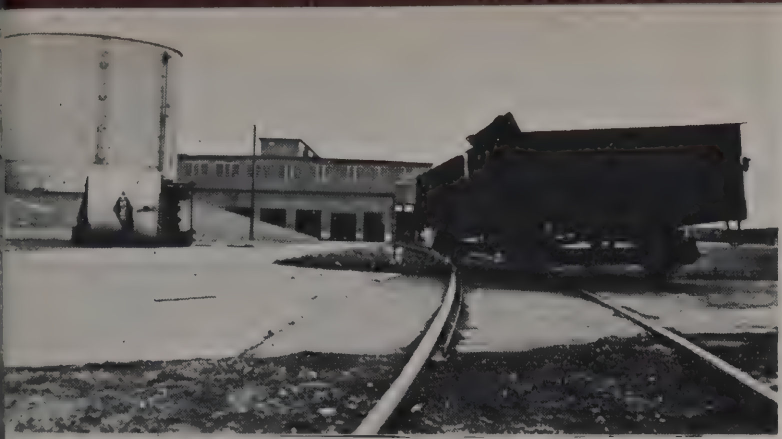
"Safety starts with you" says this sign near the Administration Bldg.



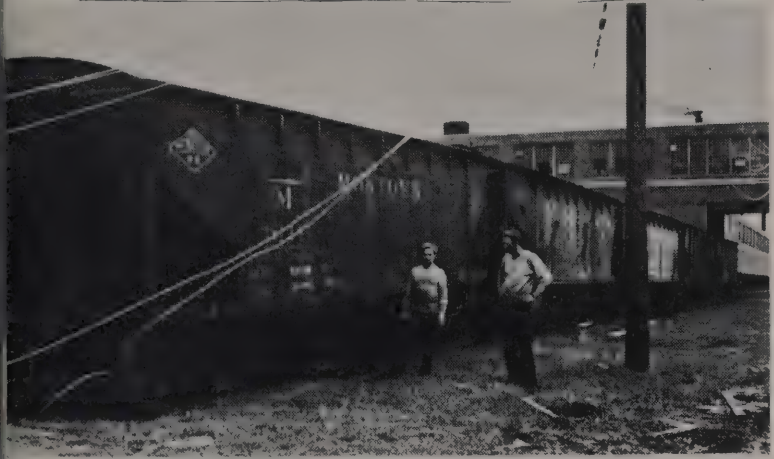
Here was a building, near Clockhouse No. 5, erected as a shelter during World War II.



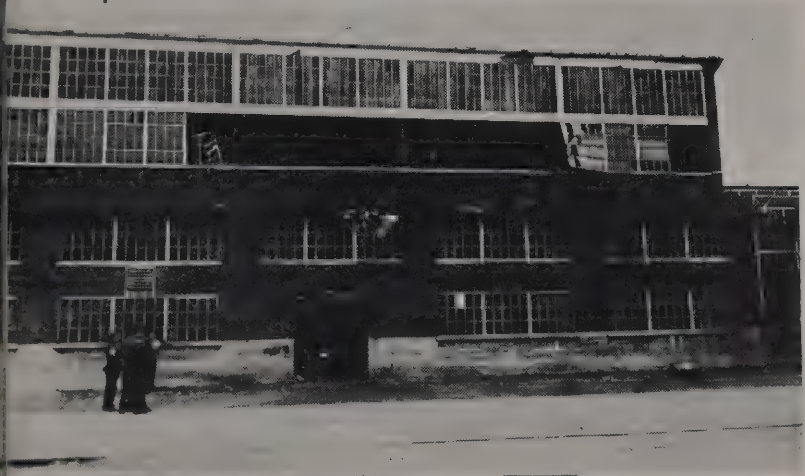
In the same location. Note the pole at the right: Upper section was flung yards away.



Force of the twister tossed trailer van at left in the air, knocking railroad car at the right off the track and down the road.

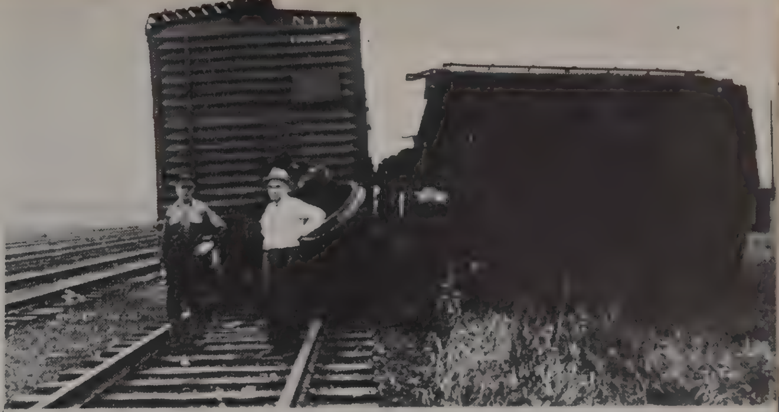


Loaded with coal, these cars were forced along the track and onto the ground at this point, with rail bent beneath.



re's how a north side section of Merchant Mill looked

Repairs, as here on Bldg. 140, were soon under way.



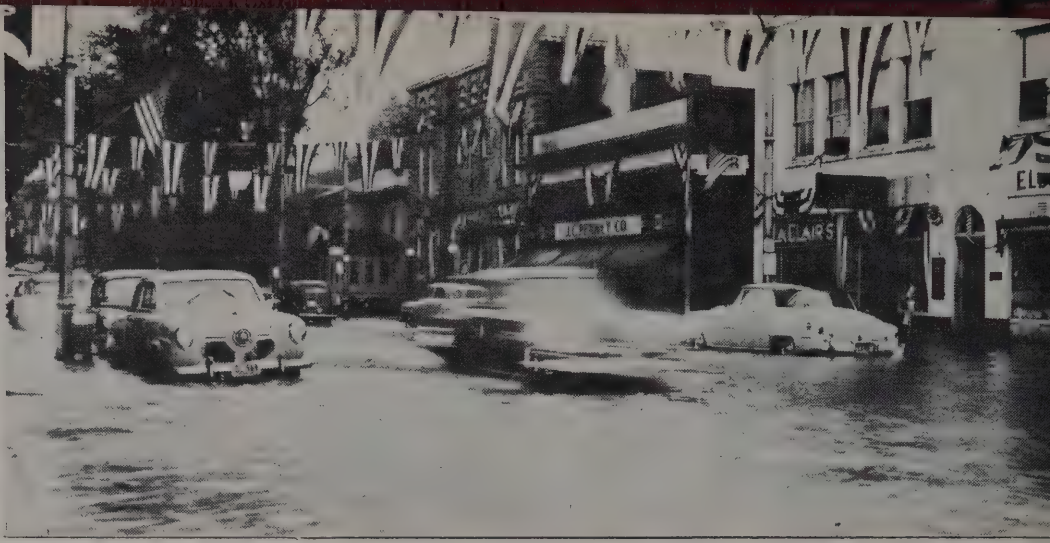
This boxcar on the Massena Terminal Railroads tracks was bowled over, wheels twisted grotesquely. Location is near 140.

The wind blew this trailer several hundred feet to a position near the postponed open house's refreshment tent area.

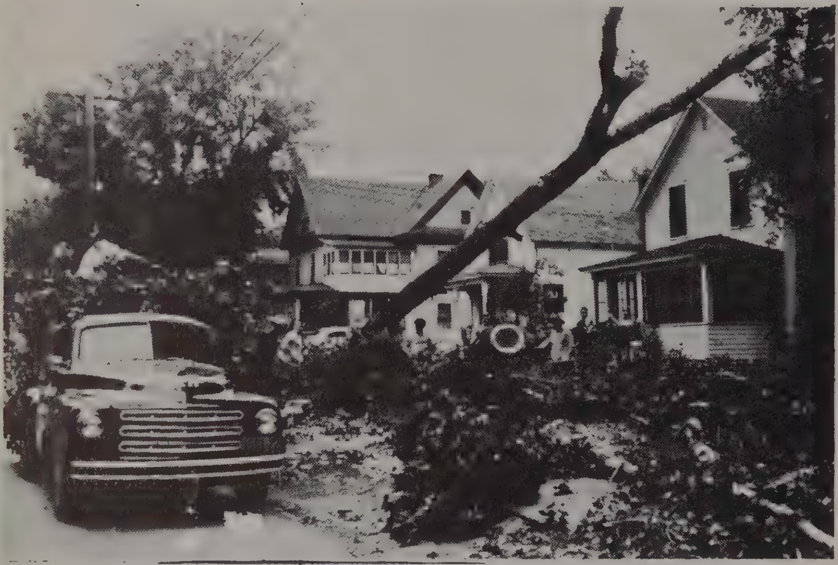
And debris was picked up over the wide area of the storm.

Ventilators, like these from 140, were wind's favorites.

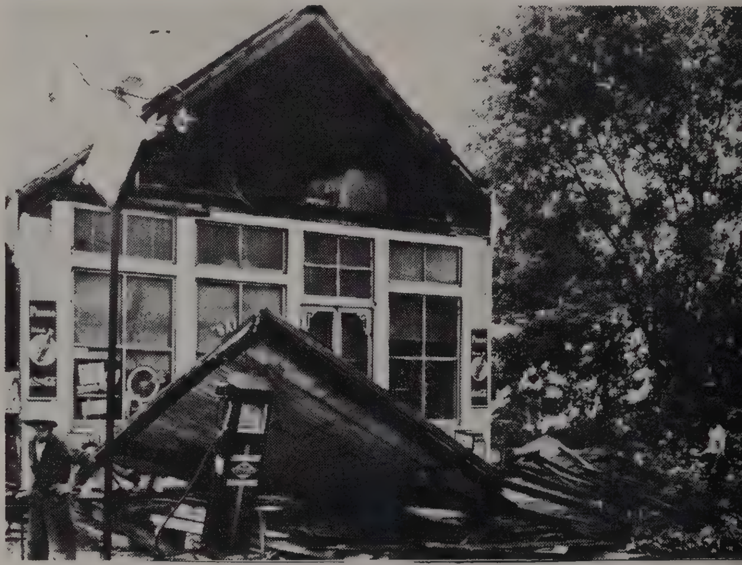
WIND AND WATER DAMAGE IN MASSENA AND AREA WAS GREAT.



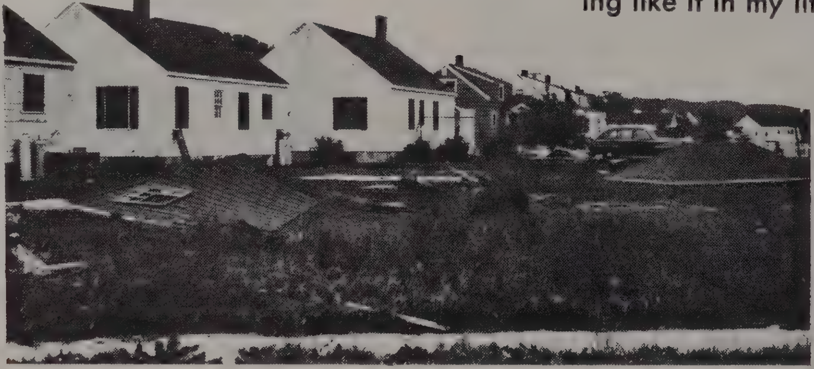
Here is Massena's Main Street.



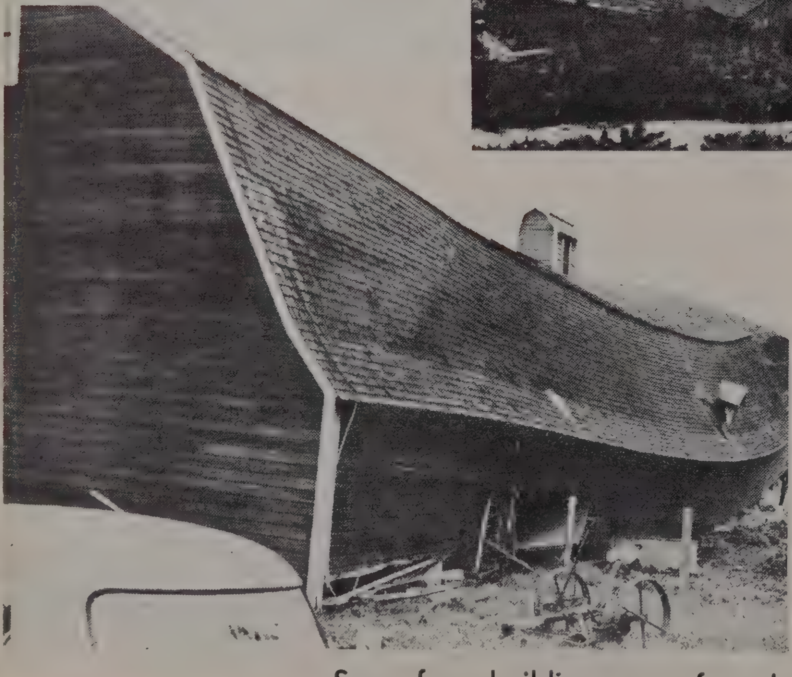
All worked together on Maple Street in Massena to remove felled trees.

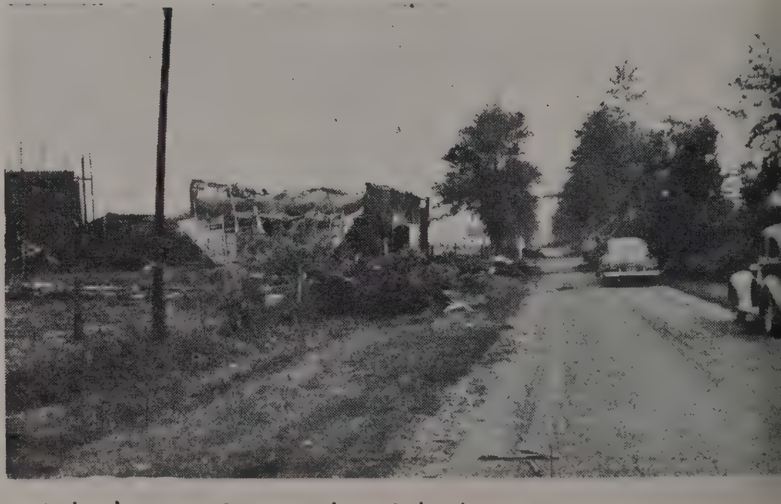


In near-by Helena, this man had seen "nothing like it in my life".



In Massena's Homecroft area, garages were tossed about like paper.





Some farm buildings were forced into weird shapes: Others, demolished.

Despite the Widespread Damage, the Show Went On

This Alcoa display sign was later put into service

to match other similar tasks facing our men.

Plant Protection, on 24-hour duty, examines fractured tent poles.

The Air Corps's planes on exhibit were miraculously untouched.

And "Town Meeting of the Air" broadcast as scheduled.

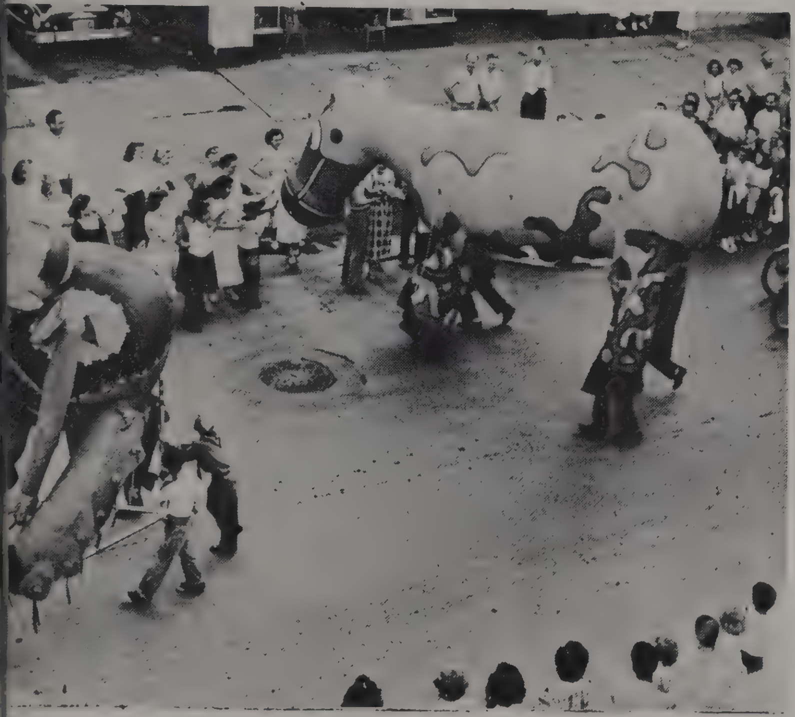
Note flashlights here

. . . and at actual broadcast.

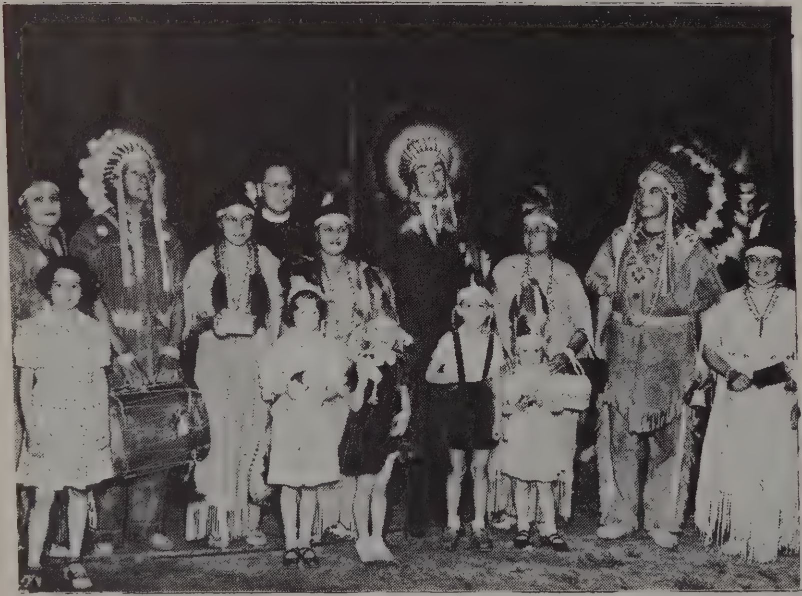
The Balloon Parade Of June 26

CENTRAL BUILDING
J. J. NEWBERRY CO. 5-10-25¢
J. J. NEWBERRY CO.

CENTRAL BUILDING
J. J. NEWBERRY CO. 5-10-25¢
J. J. NEWBERRY CO.



FOLK DANCES ATTRACTED CROWD TO K. OF C. FIELD THE NITE OF JUNE 26



Mr. Pelletier, center, was made Indian Chief at ceremonies attended by St. Regis Indians and Father Jacobs, Indian Priest

There were historical window displays—and costumes of the early days.

The Historical Society fostered interest in local history. Pictures are on the following page showing some of the crowd in attendance at the Historical Luncheon of June 26.

Mme. and M. Pelletier were guests

. . . as were R. T. Whitzel and E. G. Schoeffel

The Historical Luncheon at noon of a warm day.

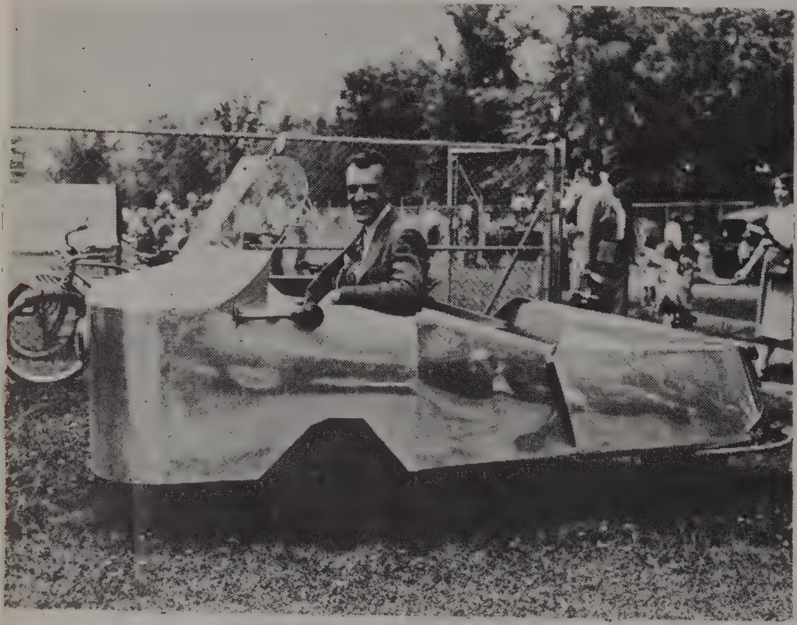
Some old-time costumes were in evidence

OUR TENTED DISPLAYS AT ALCOA FIELD

So YOU WANT TO BE AN ENGINEER?
Dial the field of your choice
ALCOA
IN ALUMINUM
ALCOA
WEAR-EVER
ALCOA
HOW ALUMINUM IS MADE
ALCOA
ALCOA

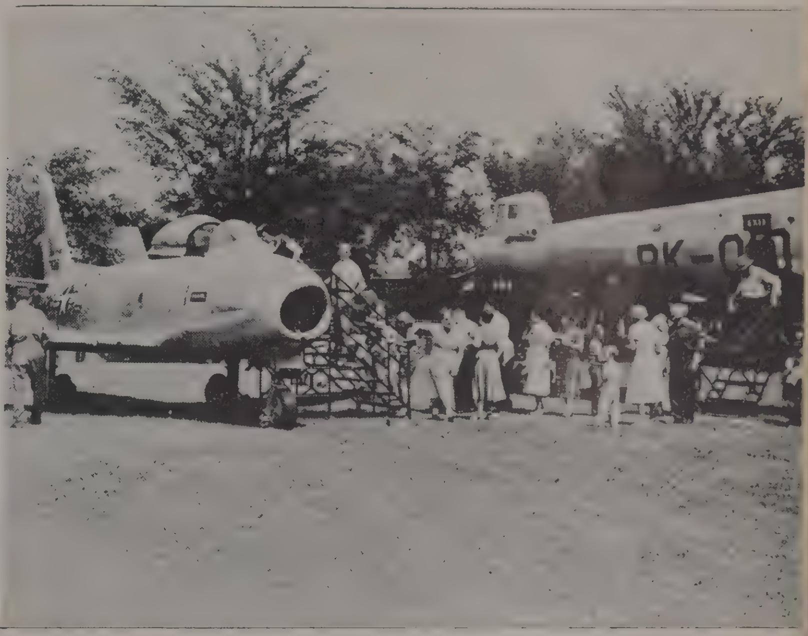
Exhibits At Alcoa F

105 mm AMMUNITION
105 mm HOWITZER



UNITED STATES AIR FORCE

Attracted Many Visitors



3.5 in.
BAZOOKA
"TANK BUSTERS"

Here Massena and Alcoa get together in the "Le Sabre" car as Mayor Stowell Fournia demonstrates to J. H. DeKlyn.

Un Lettre de France:

President Vincent Auriol

LE PRÉSIDENT
DE LA
RÉPUBLIQUE

Paris, le 26 Juin 1952,

Monsieur le Maire,

En ce jour du cent cinquantième anniversaire de Masséna, je suis particulièrement heureux de saluer, en même temps que la mémoire d'un de nos plus grands soldats, cette ville qui porte son nom et que tant de liens unissent à mon pays.

Je vous remercie de la pensée que vous avez eue d'associer la France à ces cérémonies d'anniversaire, et vous prie d'accepter les voeux les plus sincères que je forme pour la prospérité de Massena et le bonheur de tous ses habitants.

Auriol

"I am happy indeed on this ay, which commemorates the esquicentennial anniversary of lassena, to honor the memory f one of our greatest soldiers nd to greet the town which ears his name and is linked to ıy country by so many ties.

"I thank you for the generous hought you had of associating rance to this anniversary celeration. Will you please accept ıy very best wishes for the prosperity of Massena and the happiess of her people.

Vincent Auriol."

Mr. Pierre Pelletier

Greetings from France

ON HISTORICAL DAY, JUNE 26, MR. PELLETIER, REPRESENTING AMBASSADOR HENRI BONNET OF FRANCE, READ THE LETTER AND TRANSLATION ON THE PRECEDING PAGE AND THEN— THESE WORDS:

If I have, first, read out to you this message in French, it was not only so that it could retain its genuineness, but also because I find myself in an American town where many of its citizens are of French descent and the French language is un-doubtedly familiar to them.

I do think that the people of Massena are especially privileged. First of all this town has a past, it is also in full progress and, no doubt, a brilliant future lies before it. It is very important to have a past. A past is a milestone that helps to measure the way already travelled. Also, as once said Barres, one of the great modern French writers, "the earth and the dead" are an everlasting source of faith and inspiration. This past of Massena is particularly meaningful to a Frenchman. He was a Frenchman, as you know, the man who, first, settled in this area. Amable Faucher was his name—a name indeed typically French. But it is the name of your town which is most significant, since it is the name of one of the greatest Marshals of France. I will not remind you of the most glorious deeds in the life of Marshal Andre Massena. I should only like to emphasize the valuable lessons that can be drawn from his life. Of humble origin, orphan at an early age, he had started in life as a cabin boy, at the age of thirteen; at thirty seven, he was made a brigadier-general, and at forty eight he was Marshal of France. This brilliant career, Massena achieved it by his courage and ability only. Another of his qualities was faithfulness. He was a product of the French Revolution and remained faithful to his ideals. He was a true Republican. He was also faithful to his chiefs and faithful also to his friends. We are told that at the time of Marshall Ney's trial, he was asked by King Louis the Eighteenth to join the jury that was trying Ney. Massena had good reasons to accept, since, as a result of the Peninsular campaign, he was in bad terms with Ney. However revenge was contrary to his generous character—he refused. Courage and faithfulness were his. We can indeed be guided by these virtues and meditate on them in the difficult times through which we are now going.

I like to think that the name of Massena, which was given to your town, proved to be a lucky one. Marshall Massena had been nicknamed by Bonaparte "the beloved son of victory". The town which bears his name appears to me to have also been marked for success. From the saw-mill founded by Amable Faucher to the plants of the Aluminum Company of America—from the fertile valley of the Saint Laurent, improved by the pioneers, to the industrial exploitation of its resources, especially milk—from the days when people came from all directions to enjoy Massena's sulphurous waters, to the present touristic development of the town which is located in such delightful surroundings—I see but a continuous line of success. Then again, in spite of its economic advancement, your town has remained, in size, equal to man. It has not grown into one of those kinds of industrial mushrooms as modern cities too often do. It is a combination of clever modernization and of restful tradition. Believe me, it is a rare composition. Last of all, but not least, the prospects offered by the Saint Laurent's project, will insure Massena with a future in accordance with its past.

Mr. Supervisor, in extending to you the compliments and the best wishes of the French Ambassador, allow me to add those which I personally formulate for the well-being of your town and its inhabitants. I see in my presence among you, today, a tangible evidence of the friendly ties which unite the United States of America and France. The motto inscribed on Marshall Andre Massena's coat of arms was "always faithful". I put faith in the future of Franco-American friendship and in the future of the Town of Massena.

DURING THE THREE-DAY CELEBRATION

The brilliant USAF band from Washington, D. C., played a number of concerts.

INFORMATION
TOURS to HISTORICAL POINTS of INTEREST

And daylight tours of Massena area were available. Sesqui Chairman Tom Bushnell is at the right.

At the N.Y.C. station, an exhibit was arranged jointly by the NYC, MTRR and Canadian National railroads. A crowd listened to Massena High's band open the show, left. The engine at right was part of display.

As Alcoa photographers from Pittsburgh "shot" former Mayor Newton, as part of their complete coverage.

LOCAL 19256 ALUMINUM WORKERS UNION
Presents OL' TYME JAMBOREE & COSTUME PARTY ...
PRIZES AWARDED LOCAL 180

Locals 19256 and 180 held big party on Main Street in front of the Town Hall.

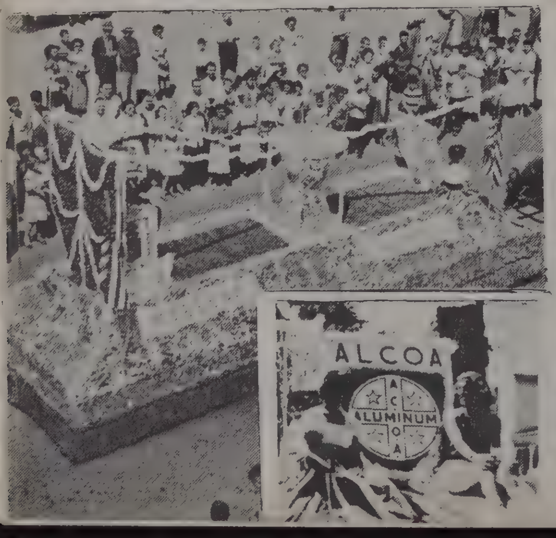
A beard contest was held. This group photograph shows candidates and friends.

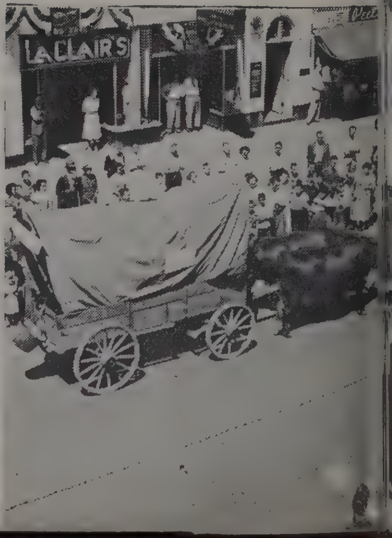
At this affair at Town Hall, "old-timer" Bourdon (of our Cable Mill) won top bearded honors.

Climax of the Sesqui-Jubilee celebration was the big parade of June 28.

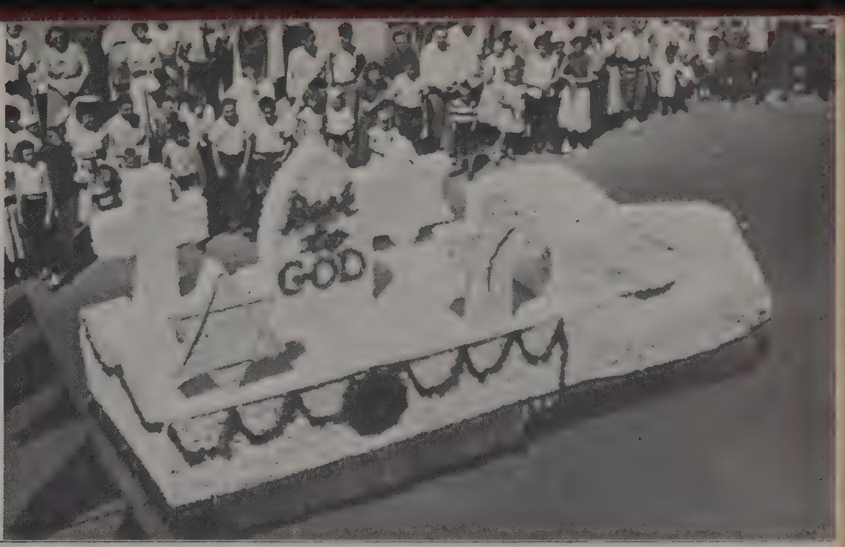
MASSENA SPRINGS
BEFORE ADVENT OF WHITE MAN

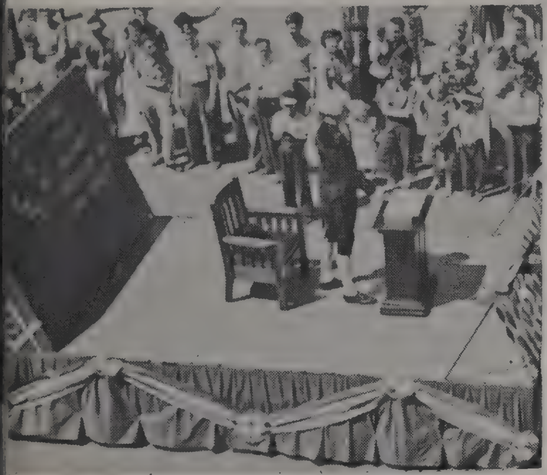
MASSENA ROD & GUN CLUB


ALCOA
ALUMINUM

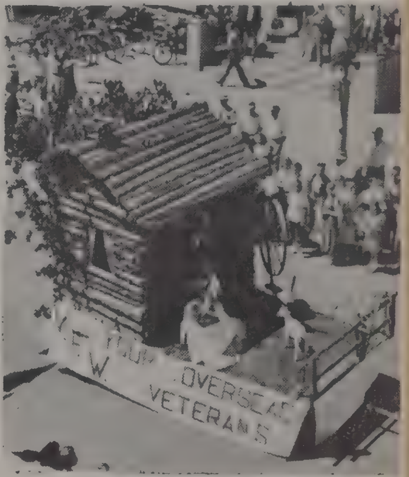


TOWN OF MASSENA

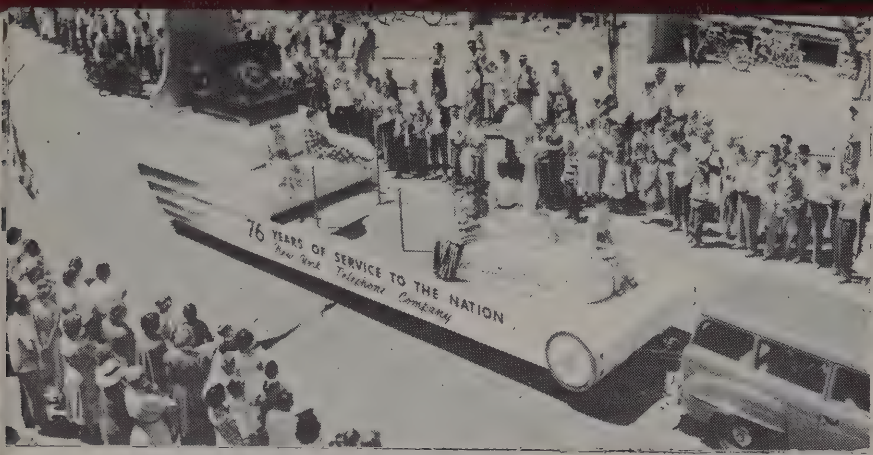

First for GOD

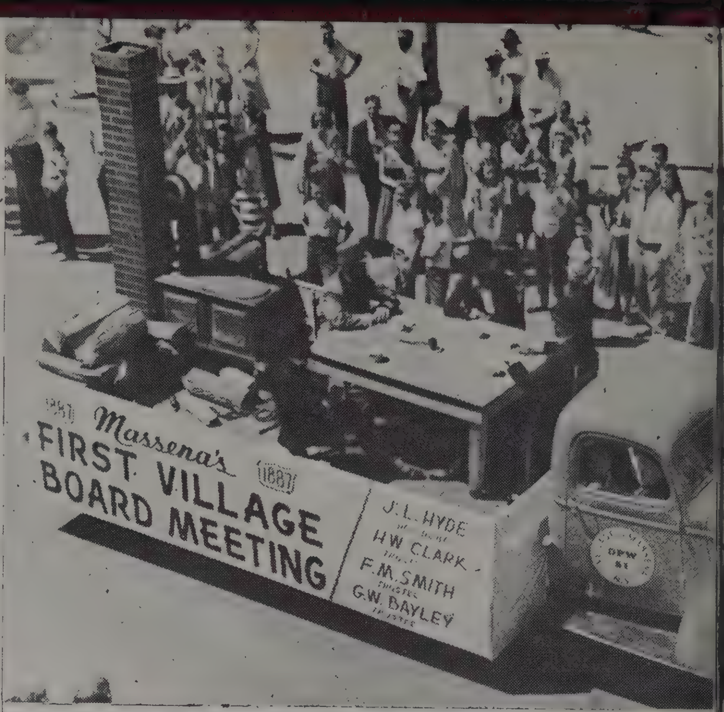


AMERICAN STOCKADE AT MASSENA CENTER
BURNED BY THE BRITISH IN 1812


V F W
OVERSEAS
VETERANS

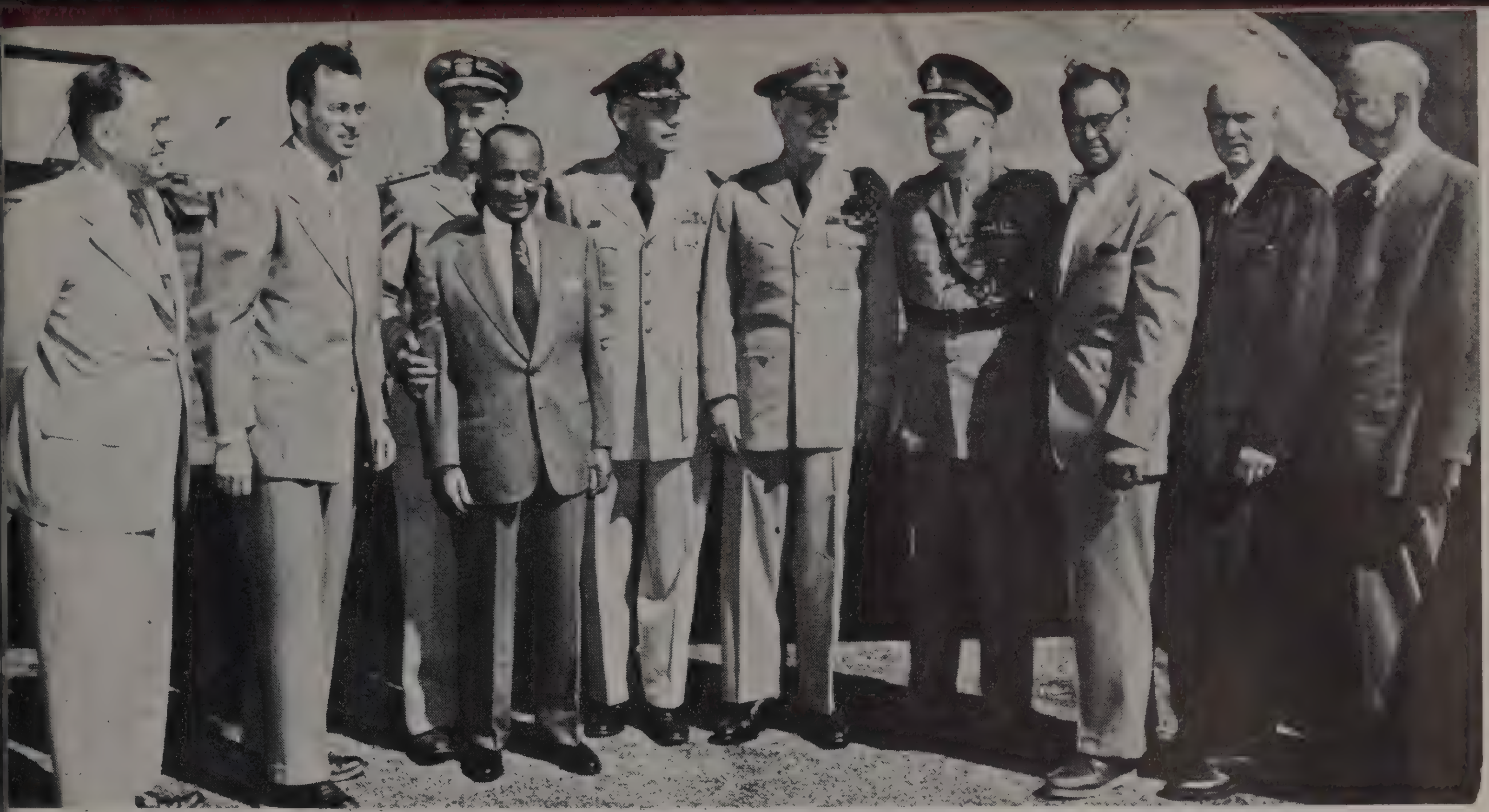
First MASSENA School


76 YEARS OF SERVICE TO THE NATION
New York Telephone Company

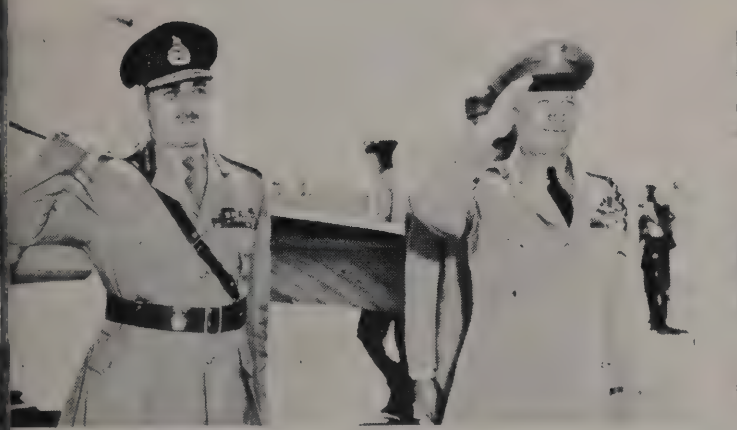

1881 Massena's 1881
FIRST VILLAGE
BOARD MEETING
J. L. HYDE
H.W. CLARK
F.M. SMITH
G.W. BAYLEY
DPW

ALIGNED & TUNED

FRANK'S GRILL



International Armed Forces Day saw this group of representatives of the Armed Forces of the U. S. and Canada in attendance: Massena Town Supervisor Floyd Hosmer; Chamber of Commerce President Paul A. Crouch; Rear Admiral Charles Austin; Mayor Horovitz of Cornwall; Lt. Gen. Leon W. Johnson; Lt. Gen. Willis D. Crittenberger; Lt. Gen. Charles Foulkes, Chairman, Canadian Chiefs of Staff; Mayor Stowell Fournia; Sesquicentennial Chairman Thomas Bushnell; and J. H. DeKlyn, Manager of Massena Operations, Alcoa.



General Foulkes, left, and General Crittenberger received a musical salute on arrival at Massena Airport.

AIRPORT
OF MASSENA

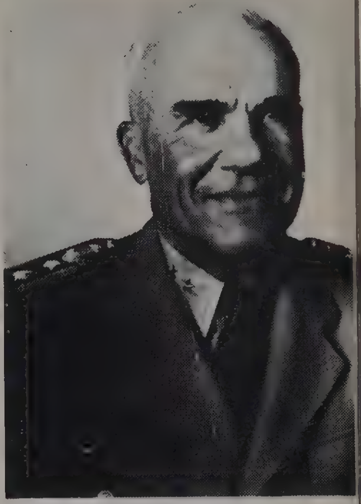
In response to the welcome given them by the spectacular USAF Drum & Bugle Corps Band of Washington, D. C.

Later the two Generals, Canadian and American, united with other dignitaries on the "big parade" reviewing stand

Lt. Gen. Charles Foulkes

Lt. Gen. Willis Crittenberger

Lt. Gen. Leon Johnson


Rear Admiral Charles Au

Greetings of Canada and the United States Department of Defense Were Extended

Lt. Gen. Charles Foulkes, who gave the major address on International-Armed Forces Day, was introduced by Lt. Gen. Willis Crittenberger, Commander of the First Army.

General Crittenberger outlined the early history of Massena and gave a biographical sketch of the main speaker.

Here is a portion of his introductory address:

"Last February, during Exercise Snow Fall, when I was invited to attend this sesquicentennial, I looked forward to the occasion with understandable anticipation.

My association with the good people of Northern New York during the Winter months of January and February had brought me considerable satisfaction.

The prospect of joining with our Canadian friends from across the St. Lawrence, for an event of such historic significance in the lush month of June was something to stir the imagination.

Later on, when I was advised that the sesquicentennial was to include the celebration of an International Armed Forces Day, my interest was again challenged because of the opportunity it would give us representatives of the United States Army, Navy and Air Force, to join the citizens of this important community on such a patriotic celebration.

Today, with the occasion at hand, I am all the more inspired because of the identity of our Canadian guest of honor.

The celebration is both happy and unique, because, through the active participation of a distinguished Canadian, it attests to an existing state of inter-country good feeling which is so refreshing in these uncertain times.

Massena is to be congratulated.

In what might be called "local" international relationship, this community is also exceptional.

It is difficult to visualize a community where there could be such a cordial association between towns separated by an inter-country boundary as that of Massena with Cornwall across the St. Lawrence in Canada.

This inter-town relationship also reflects the good feeling existing in the capitols of our two countries.

It seems particularly appropriate, therefore, that Massena should have as its guest speaker on the International Armed Forces Day of its sesquicentennial celebration, a representative of the armed forces of the government of Canada."

General Foulkes Spoke of Defense Cooperation

REMARKS BY CHAIRMAN OF CANADIAN CHIEFS OF STAFF:

"I would emphasize that this exercise in defense collaboration is one which does not just grow up like Topsy, but one which requires the urgent and careful consideration of both parties if we are going to succeed in maintaining these good relations; and make sure that the North American defense is well organized and is arranged so that we can help each other in this most difficult task.

We in Canada believe that this matter of defense is a partnership.

It is not a relationship between the patron and the satellite but a relationship between a senior and a junior partner.

We fully realize our limitations in both manpower and material.

We also fully appreciate the wide and varied responsibilities that the United States has taken up in world affairs.

We realize that our voice is only small in these bigger matters but we are also sure that, given the co-operation and the help, we in Canada will be able to play our part and pull our weight in working with the United States to ensure that the peace of the world is maintained, and if the peace of the world is again threatened, we believe that we will be able to put on, along with you, a good performance to bring back peace and prosperity to the world.

In closing my remarks, I would again like to thank you for this opportunity of meeting with you on your One Hundred and Fiftieth Anniversary, and to leave with you the thought that over the hundred and fifty years, the relationships between Canada and the United States have greatly improved, not because of the passage of time, but only because of the efforts and tolerance, and persuasiveness of those who have tried to make sure that points of friction were removed, and areas of agreement be always increased."

Principal address on International Armed Forces Day was given by Lt. Gen. Charles Foulkes, Chairman, Canadian Chief of Staff. Massena High School played host.

Our Combined Operations—Concluded from Page 1.

Malone Telegram

Malone has a special interest in the 50th anniversary of the establishment of the Massena works of the Aluminum Company of America for Alcoa provides a payroll of more than a million dollars annually for Malone and vicinity workers.

Malone joins with Massena in felicitating the Aluminum Company of America on this anniversary, and is confident that the Massena works of Alcoa will continue for many years to provide profitable employment for North Country workers.

Potsdam Courier and Freeman

When the Massena Works of the Aluminum Company of America opened 50 years ago, the metal aluminum was not much more than an expensive curiosity in American industry.

. . . 50 years have seen the creation, practically from scratch, of the aluminum industry.

. . . it is estimated that Potsdam people share about $1 million of the Massena Works' payroll. Economically the value of the aluminum industry is felt across the counters of Potsdam's business concerns as well as being reflected in the goods using aluminum sold behind the counter.

The growth of the aluminum industry in the North Country and throughout the nation is a good example of the ever-changing, ever-growing character of U. S. industry . . . the aluminum industry is representative of the ideals of the American economy.

With congratulations to Massena on its sesquicentennial, come congratulations to the village's principal industry. Both should continue to grow and prosper in the next 50 years.

Syracuse Post Standard

The people of the North Country, particularly those of Massena, today are celebrating the golden jubilee of the big Aluminum Company of America plant in the St. Lawrence River community. We join them in good wishes.

The birthday party is significant as well as golden, for the company has had a steady growth and development since ground was first broken for it a half-century ago. It contributes greatly to North Country prosperity.

The Massena Alcoa works are the biggest plant north of Syracuse.

It is one of the biggest employers of labor in New York State. It has played a vital part in the defense work of the nation, and in building a higher standard of living by providing the aluminum used in cars, refrigerators, pots and pans, washing machines, vacuum cleaners and a thousand and one other utensils and articles of equipment.

Its 50th birthday is being celebrated in connection with the sesquicentennial of the village and both plant and community are to be congratulated for their spirit of progress and constructive effort in the North Country.

Watertown Times

This is the big week in Massena. The community is celebrating its 150th anniversary.

Aluminum and Massena are almost synonomous. World War 2 brought aluminum manufacturing facilities to many areas and cities in the United States, but none of them, outside of Pittsburgh, Pa., can claim much in the way of historical association with the industry like Massena does.

. . . Massena with its industral potential, its nearness to Canada, its identification with the mighty St. Lawrence River directs the interest toward the unity of all three. They have made it thrive, expand, and lead in Northern New York.

Syracuse Herald-Journal

When Massenans set out to do something, they go all the way. Consequently, it's not surprising that Massena's week-long observance of St. Lawrence County's sesquicentennial should be the most elaborate and the most comprehensive in the county thus far.

Massena, which has grown remarkably fast during the last 20 decades and is hopeful of soon becoming the metropolis of St. Lawrence County, is this week staging the biggest celebration in its long and colorful history, a celebration which began Sunday and will close with a grand display of fireworks late Saturday night.

Thomas S. Bushnell, chairman of the sesquicentennial committee, and his associates have arranged a program approached by no other in North Country history, with the possible exception of that of the Jefferson County centennial observance in Watertown in 1905.

The coast-to-coast radio broadcast Tuesday night was a broadcast that was carried out on schedule despite a severe wind and rain storm that tore down electric lines and left the village without power and lights for part of the evening.

Then, too, the Massena celebration has an international flavor. For our Canadian friends on the other side of the St. Lawrence River are joining as individuals and in groups to help make the Massena sesquicentennial festivities a success and to show Canada's good will toward the Republic separated from it by an unguarded boundary line for more than a century.

Not the least significant feature of the program is scheduled for tonight when a message of good will will be received from the president of France, a country that once laid claim to most of the land now embraced by St. Lawrence County.

From a history education standpoint, the St. Lawrence County Historical Society and the Massena society have arranged a most interesting series of exhibits which give a vivid picture of life and customs in the North Country down through the years.

The Aluminum Company is displaying various epochals of products and Army and Air Force exhibits also are attracting wide attention.

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ALCOA
A.C.O.A.
ALUMINUM
R